CHICAGO DAILY PRESS AND TRIBUNE.

VOLUME XII. | CHICAGO, WEDNESDAY MORNING, FEBRUARY 23, 1859. | NUMBER 201.

PRESS AND TRIBUNE.

WEDNESDAY MORNING, FEB. 23, 1859.

Extra Copies.

Extra copies of this morning's PRESS AND TRIBUNE, with or without wrappers, can be had at the counter, No. 43 Clark street, up stairs. It is a valuable copy to send to friends abroad.

The Chicago Railroads.

We present, on the inside of this morning's issue, the usual annual statement of the freight and passenger traffic of the system of Railroads centering in this city. The year 1858 was one of extraordinary depression, and our Railroads have been subjected to peculiar hardships in consequence. The exhibit which we are enabled to give of their earnings and of the advancement which has been made in pushing our system of roads towards completion, is certainly not less favorable than the public are prepared for; many, we doubt not, will be agreeably disappointed in view of the aggregates presented.

In a few days these figures, together with the Commercial Statistics and the private and public improvements of Chicago for the year 1858, will be issued in a pamphlet, forming a full and complete compend of the business history of the city for the last year. It will be valuable both for preservation and distribution abroad. Orders may be left at the office of this paper.

Latest from Springfield.

APPORTIONMENT BILL VETOED!

Great Excitement in the House!

GENERAL DISPERSION TO-DAY.

By a special dispatch to the evening *Journal*, we learn that the Governor returned the Apportionment Bill to the House yesterday morning, with his objections, when the Douglasites forcibly ejected the Governor's Secretary who brought it in. The bill was taken from the hands of the Page by Green (Douglasite), who threw it upon the floor. Church (Republican) picked it up and placed it on the Speaker's desk, and the Speaker knocked it off. Green then put it in his pocket.

During these proceedings the greatest excitement existed in the House.

Late last evening we received the following dispatch:

SPRINGFIELD, Feb. 22, 1859.

Editors Press and Tribune:

No quorum in House. Apportionment vetoed. Senate in session. General dispersion to-morrow. No appropriation bill passed. Democrats enraged. Republicans jubilant.

Snubbing the Irish.

The locofoco leaders made clean work of the Irish on the Aldermanic ticket. Not one was left to tell the fate of the others. Dinnis Coughlin was garroted, and a German put on in his place. Phil. Conley had his jugular cut for the benefit of a German brewer. McClevy was bowstrung, to make a place for a German by the name of Hahn. Dunlap, of the Seventh Ward, was choked off to give Elihu Granger a chance to be elected, so that he may defeat the collection of that $3,150.57 which he owes the city.

Here we have four Irish Aldermen slaughtered in the house of their friends, on account of their place of nativity and the sweet brogue on their tongues.

They fare no better on the general ticket. The three Irish candidates for Street Commissioners were all bluffed off to make room for two Germans and one Know Nothing. A German was put on for City Collector, and the Irish candidate placed on a back seat.

The locofocos have recently fallen desperately in love with the Germans, and have given the Irish the sack. They lavish their caresses upon the Teutons, but turn to the Celts the backs of their hands and the soles of their feet.

The Irish supply fully 4,000 votes to the locofoco leaders, and the Germans less than 400. The marked partiality shown the little handful of the latter over the vast multitude of the former, would cause a revolt among any other class of people but the Irish, who are mere slaves of party, and rarely ever resent an insult from their leaders.

A Good Joke.

After the Tax-eaters Convention had tendered their nomination of the Mayoralty to M. D. Gilman, he is reported to have made them a speech, concluding thus: "Let our rallying cry be Retrenchment and Reform."

If this joke don't throw the town into a laugh, it will be because there is no perception of the ridiculous among the people. It is hardly a fortnight since these same gentlemen were lobbying the Legislature to pass the Lecompton Charter, the object of which was not only to deprive the people of Chicago of the right of self-government, but to double the taxes for the benefit of the hungry demagogues.

The devil reproving sin is as much in keeping with his true character, as the rallying cry of "Retrenchment and Reform" is in keeping with the character of these demagogues.

Persecuting the Saints.

Our literary friend, Alderman McClevy, of the Second Ward, who was elected last fall to fill a vacancy, has been snubbed by the wire pullers to make room for a proslavery German named Hahn. His Irish birth was the only objection alleged against him. There are ten Irish Democrats in the ward to one German, but as the leaders felt sure of the Irish anyhow, they thought it would strengthen the ticket to put on a German and kick off the Irishman.

Where is Dinnis Coughlin?

Dinis Coughlin, of the "bloody tinth," has been choked off the track as a candidate for Alderman, and his place given to a man called *John Comisky*. This is a direct insult to the Celtic voters, who compose nineteen-twentieths of the "dimocrats" of that Ward. But the wire-pullers know that their Irish voting machines have not the spirit to resent the insult.

Further Foreign News.

We have further news from Europe by telegraph this morning. Rumors of war were still rife, though the alternative, it was thought, rested wholly with Louis Napoleon. See telegraph column for details.

The State Finances.

We publish this morning so much of the report of the Senate Finance Committee as relates to the finances of the State. It will be found on the third page.

Declines.

Dr. Davis publishes a card declining to be a candidate on the tax-eaters ticket for Alderman of the First Ward. Cause: could not get the office if he wanted it.

☞ The *Times* labors hard to prove that its nominee for Mayor has always been a Democrat—asserting among other things that he cast his first vote for Polk against Henry Clay—and by implication, his last vote for Mr. Buchanan, against the gallant Fremont. But how happened it that he gave $50 to the Fremont Club to help beat the regular Democratic candidate for President? It is true that was before the match greys and their driver made those Senatorial visits to Michigan avenue.

☞ The Tax-Eaters have made no nomination for Alderman in the Sixth Ward. The game is to foment mischief at the Republican primary meeting to-night; make a split if possible, and then support the bolter. For this purpose it is understood that they will attend our primary meeting and vote, if permitted. Keep an eye on the gentlemen.

From Havana.

NEW ORLEANS, Feb. 21.—Steamship Cahawba, with dates from Havana to the 19th, has arrived here. No news of importance.

OUR SPRINGFIELD CORRESPONDENCE.

The Legislature "Blown Out"—The Democracy Blockade the Business, and the Republicans leave them to finish the Job—No Quorum in the House.

(Correspondence of the Press and Tribune.)

SPRINGFIELD, Feb. 21, 1859.

The Democracy of the House signalized their intention to permit no legislation until their Apportionment infamy becomes a law, in a manner so marked and emphatic to-day that there was no mistaking it. The session opened at the usual hour; but instead of proceeding to business and passing the bills before the House—the Appropriation bill among the most important—the whole time until the hour of adjournment, was purposely and wickedly frittered away in useless declamation, by which all business was prevented. Hour after hour was spent by these patriots in afflicting the ears of the House and the lobby with their vain babble. In the afternoon, the same policy was continued; and though entreated again and again to go to work at the business of legislation for which they were sent here, the time was consumed as in the morning—purposely to delay the passage of bills in which the Republicans were supposed to be interested, until the Apportionment bill should be returned. This was kept up amid great disorder until about 5 o'clock, when our friends, in leaving the hall, left no quorum behind. A call of the House was ordered, the doors were locked and absentees sent for; but the call amounted to nothing; and at length about 6 o'clock an adjournment was moved and carried. This is the last of the session. The train that carries you this will carry also enough Republican members to make a quorum to-morrow impossible. Were the Democracy content to stay in their seats until Thursday evening next, and do their duty, every proper bill before the Legislature might be passed, signed and reported. But with that disregard of the rights and will of the people for which they have become distinguished, and which has been displayed all this session, they chose practical revolution, and the consequences are upon them. The Appropriation bill has been thrust at them in the Senate, and has been repeatedly urged upon them in the House. Their opportunities to pass it have occurred every day since the session began. They might, if they would, have provided for the courts, for the contingent fund, for the creditors of the State, and for all the machinery of the government not fixed in the Constitution. But preferring partisanship to their duty—the chance of cheating the people and uprooting popular sovereignty in Illinois by an infamous gerrymander, by which the minority would be placed in possession of the power which belongs to the majority—they have constantly put obstructions in the way of business, have refused their assent to the passage of necessary and wholesome laws; until now at the close of a session without example for duration since the Constitution was adopted, the patience of the Republicans is so exhausted, and their sense of justice so outraged that no quorum is left; and upon the Democracy the whole responsibility rests. Let that party, which has not only betrayed its professions but wronged and betrayed the people, account for the public loss and inconvenience which will follow their action as they may. The record of the Republicans is clean.

When the House opens its session to-morrow, three or four Republican members only, will be found inside of the bar—enough to move a call of the House and to guard against the making of an incorrect journal; but no more. Who these trusty friends will be, the caucus to-night will decide.

In the Senate but little has been done. The morning was consumed in talk; and though a few bills were passed this afternoon, the business of the day may be thus summed up—unimportant. To-morrow will probably see that branch afloat, and then all legislation for nearly two years may be considered at an end.

ILLINOIS LEGISLATURE.

Bills Passed on Friday and Saturday, February 18 and 19.

SENATE.

Mr. Fuller, from committee on Finance, reported a bill to secure the State a lien in certain cases; providing that hereafter whenever any suit is commenced by the State, either at law or in chancery, against any public defaulter, or against any person or persons, or corporation, for the recovery of any debt or claim of the State, the commencement of said suit shall create a lien on the real and personal estate of such defaulter and defendant, situate within any county in this State. Passed—Ayes 25, Noes 0.

Mr. Goudy, from committee on Banks and Corporations.—Bill to provide for constructing, maintaining, and keeping in repair, plank, gravel, macadamized and pike roads by a general law. Passed—Ayes 20, Noes 0.

Mr. Cook, from committee on Judiciary.—Bill to establish Recorders' Courts in the cities of La Salle and Peru. Passed—Ayes 23, Noes 0.

Mr. Applington, from committee on Judiciary. Bill to repeal certain acts extending the jurisdiction of the County Courts of Carroll, Lee and Whiteside counties. Passed—Ayes 25, Noes 0.

Mr. Goudy, from committee on Banks and Corporations, reported a substitute for a bill to amend the several acts regulating the insurance companies not incorporated in the State of Illinois. Concurred in and passed—Ayes 18, Noes 0. Title amended to read "Bill to provide for the assessment and taxation of insurance companies not incorporated in the State of Illinois."

Mr. Goudy, from same committee, an original bill to amend an act to incorporate the Firemen's Benevolent Association of Chicago.—Passed—Ayes 19, Noes 0.

Mr. Bestor, from committee on Banks and Corporations—A bill to incorporate El Paso. Passed—Ayes 11, Noes 0.

Mr. Blodgett, from committee on Judiciary—House bill relative to the law of Limitations. Passed—Ayes 22, Noes 2.

Mr. Martin, from committee on Township Organization and Counties, reported back petition, remonstrance and bill in relation to the removal of the county seat of Lee county, recommending its rejection.

Mr. Adams, of Lee, on the part of the petitioners, withdrew the bill.

The Speaker then announced the second special order for the hour, viz: a bill to provide for the more secure keeping of the public moneys, books, vouchers, etc., in the State Capitol, and to defray the expense of investigating the financial affairs of this State.

Mr. Higbee reported a substitute therefor, which was concurred in and passed—Ayes 18, Noes 7.

Mr. Fuller, from Committee on Finance, reported a bill to indemnify the State of Illinois against loss or liability by reason of unlawful funding of Canal indebtedness, providing that Joel A. Matteson shall, within sixty days, furnish to the Governor, Auditor and Treasurer, satisfactory security for the bonds of the State of Illinois, numbered from 900 to 992 inclusive, and one half of 993 of Illinois and Michigan canal bonds, now deposited with the Auditor as security for the redemption of the bills or notes and payment of other liabilities of the State Bank of Illinois at Shawneetown, etc. Bill passed in both Senate and House. [It will be printed in the PRESS AND TRIBUNE of to-morrow.]

Bill to supply the deficiencies of the appropriations to the institutions for the Deaf and Dumb—yeas 18, nays 5.

Bill to regulate sales of property for freight and charges due to railroad companies. Passed, ayes 21, noes 1.

Bill to incorporate the Swedish Lutheran Publication Society of North America.

A discussion arose on this bill, in which Messrs. Fost, Fuller, Judd, Underwood, and Higbee participated. Passed, ayes 21, noes 3.

The Speaker announced the special order of the hour, viz: House bill making appropriations for the completion of the Illinois State Hospital for the Insane, appropriations $75,000 for completing and ventilating the same. Bill discussed, amended and passed.

Bill to repeal the charter of the town of McHenry. Passed, ayes 23, noes 0.

Bill to authorize the inhabitants of the incorporation of St. Charles to subscribe stock in the St. Charles Railroad Company. Passed, ayes 15, noes 5.

Bill to amend an act to incorporate the city of Galesburg, approved Feb. 15, 1857. Passed, ayes 18, noes 2.

Bill to amend section 53 of chapter 30, Revised Statutes. Passed, ayes 18, noes 2.

Bill making provision for the support of the Institutions for the Deaf and Dumb, and the Blind; appropriating for Institutions for Deaf and Dumb for 1859 and 1860, $300 per annum for insurance, $500 per annum for repairs, $27,000 per annum for ordinary expenses from March 1st, 1859, to March 1st, 1861; $12,000 per annum for the Institution for the Blind. Passed, ayes 22, noes 0.

Bill approving and legalizing the construction of the Sycamore and Cortland Railroad Company, and incorporate the same. Passed, ayes 10, noes 0.

Bill to provide for constructing, maintaining and keeping in repair, plank, gravel and macadamized roads or pikes by a general law. Passed; ayes 19, noes 1.

Mr. Fuller, from select committee, reported back a substitute for a House bill to restore the records of Logan County. Concurred in. Passed; ayes 20, noes 1.

Bill to provide for an election for the removal of the county seat of Henderson County. Passed; ayes 20, noes 1.

Bill to incorporate the Kankakee Valley Railroad Co. Passed; ayes 22, noes none.

Mr. Cook, on leave, called up bill amended by the House, to authorize the building of a bridge across the Illinois River at Marseilles. Concurred in; ayes 21, noes none.

Mr. O'Kean, on leave, called up bill to repeal an act approved Feb. 17, 1857, and to amend an act to reduce the law incorporating the city of Chicago, and the several acts amendatory thereof into one act, and amend the same.

The question being on the passage of the bill, it was passed; ayes 14, noes 8.

Bill to amend an act to provide for Township Organization. Passed; ayes 19, noes 1.

Bill to amend the revenue laws. Passed, ayes 20, noes 0.

Bill to incorporate the towns of Sycamore and Sandwich. Passed, ayes 23, noes 0.

Mr. Bestor moved to reconsider the vote on laying on the table a bill for the better security of passengers and property on railroads, and for other purposes. Carried.

The question then recurring on laying on the table, it was again laid on the table by a vote of 11 to 10.

Mr. Goudy, from committee on Banks and Corporations. Without recommendation, a bill to incorporate the Chicago Loan and Trust Company. Discharged. Bill passed; ayes 18, noes 7.

Mr. Underwood, from Committee on Judiciary, Bill to reform the probate system. Passed; ayes 18, noes 0.

Mr. Henderson, from Committee on Banks and Corporations. A bill to amend act to incorporate the La Salle and Lafayette Railroad Company, approved February 15, 1855. Passed; ayes 17, noes 2.

HOUSE.

Act to incorporate Chicago South Branch Dock Company.

Mr. Brewer moved to commit to the committee on Banks and Corporations. Carried; ayes 37, noes 25.

Act to incorporate Chicago and Plainfield Railroad company. Passed; ayes 48, noes 12.

Act to amend act to establish a ferry across the Illinois River at Peru, in La Salle county. Passed; ayes 54, noes 8.

Act to amend an act establishing county courts and extending the jurisdiction of the county court of Vermilion.

Mr. Harmon moved to amend to extend its provisions to Iroquois, Warren and Bureau. Adopted.

Bill as amended passed by ayes 49, noes 20.

Act directing the conditions upon which corporations shall create liens and mortgages.

Mr. Job moved to amend to include power to mortgage, &c., for "fuel or work performed," with other verbal amendments.

The bill makes all liens subject to debts for fuel, work done, &c.

Mr. Peck moved to lay the amendments on the table. Carried. Bill passed; ayes 53, noes 1.

Act to incorporate the Essex Mining Company. Passed.

Act to amend the charter of the Kankakee and Iroquois Navigation Company. Passed, ayes 58, nays 0.

Act to incorporate the Southern Illinois Salt Company. Passed, ayes 58, nays 0.

Senate act to authorize the sale of the Chicago, St. Paul and Fond du Lac Railroad, &c. Passed, ayes 43, noes 12.

Act to enable the Supervisors of Boone County to levy a special tax for certain purposes therein named. Passed, ayes 57, noes none.

Senate act to extend the jurisdiction of Lake County Court. Passed, ayes 49, noes 8.

Mr. Wilson called up Senate act to change the time of holding courts in the 21st judicial circuit.

Read twice by title and passed; ayes 50, nays 0.

Mr. Church called up Senate act to fix the time of holding court in the sixth judicial circuit. Passed; ayes 50, nays 0.

Mr. Epler called up House bill amended in the Senate act making appropriations for the Asylum for the Insane. Amendment concurred in by ayes 53, nays 0.

Mr. Davis, of Stephenson, called up House bill, amended in the Senate amending the common school law. Amendment concurred in; ayes 50, nays 2.

Mr. Eiper, on leave, called up Senate bill, for an act to supply deficiencies in the appropriations to the deaf and dumb institution. Passed; ayes 43, nays 10.

Mr. Church, on leave, called up Senate act to amendment to incorporate the Waukegan Mutual Insurance Company. Passed, ayes 45, nays 5.

Mr. Rousevelt, on leave from Committee on Banks and Corporations, to pass an act to incorporate the Chicago South Branch Dock Company of Chicago. Passed, ayes 40, nays 15.

Also, Senate act to amend act to incorporate the Kaskaskia Navigation Company. Passed, ayes 48 nays 0.

Act to amend charter of city of Macomb. Passed, ayes 54, nays 1.

Mr. Braddock, on leave, called up act to incorporate the Mattoon Academy. Passed, ayes 50, nays 0.

Senate act to indemnity the State of Illinois against loss by reason of unlawful funding of canal indebtedness. Passed, ayes 53, nays 1.

Act regulating the terms of the Circuit Court for the county of Winnebago. Passed, ayes 51, nays 1.

THE CITY.

Republican Ward Meetings and City Convention.

The Republican voters of the city of Chicago are requested to meet in their respective Wards, at the places hereinafter designated, on WEDNESDAY the 23d day of February, at 7½ o'clock P. M., for the selection of Delegates to a Convention to be held for the nomination of candidates to be voted for by the city at large, at the ensuing March Municipal Election, and for the nomination of candidates for Street Commissioner, (to be chosen by Delegates from their respective Divisions,) and for candidates for Aldermen and Constables in the several Wards. The meetings will be called to order by the Ward Committees at 7½ o'clock precisely.

The Delegates to the Convention are apportioned as follows:

	Delegates.		Delegates.
First Ward	11	Sixth Ward	11
Second Ward	12	Seventh	10
Third	9	Eighth	9
Fourth	9	Ninth	8
Fifth	9	Tenth	7

The places of holding the meetings in the different Wards will be as follows:

First Ward—Orient House, 285 State street, corner of Van Buren.

Second Ward—Engine House No. 7, State street, between Van Buren and Harrison.

Third Ward—Sheriff's Office.

Fourth Ward—Armory.

Fifth Ward—Hoever's Hall, West Randolph street.

Sixth Ward—West Market Hall.

Seventh Ward—No 122 North Wells street, north of Ontario.

Eighth Ward—North Market Hall.

Ninth Ward—Engine House No. 5.

Tenth Ward—Niemeyer's Hotel, corner of Canal and Mitchell streets.

The Delegates elected at the Ward Meetings, will meet in Convention at the MECHANICS' INSTITUTE HALL, on THURSDAY, the 24th day of February, at 2 o'clock, P. M., for the purpose of making nominations.

By order of the Executive Committee.

ISAAC N. ARNOLD, President.

HENRY HOWLAND, Secretary.

ITALIAN OPERA LAST NIGHT.—The opera last night was on the whole a complete success. The audience was large and fashionable, and towards the last of the performance warmed up to a glorious enthusiasm. The orchestra was excellent, the chorus, though much too small, was effective, and the different solo artists of the evening acquitted themselves quite to the satisfaction of the audience.

Parodi has never been a favorite of ours, either in the concert room or on the stage (though better on the latter than in the former), but in the best parts of Lucrezia last night she elicited the warmest applause. Her fault is that she overacts—rolls her eyes needlessly, and in too many instances gives us grimaces for passion. As in her first scene with Gennaro, her conception lacks depth, her face betrays too much vanity at the flattery she receives, and too little of the anguish and guilt of her situation. *Com' è bello*, and some other parts of her role, were, however, admirably rendered.

Brignoli, as Gennaro, was the really great artist of the evening. Possessing an exceedingly prepossessing person, a most excellent robust tenor voice, always at ease in his part and never overdoing it, the "handsome tenor" will doubtless, before the season is over, have half the Chicago ladies as much in love with him as are those of New York.

Junca, the *basso profundo*, seemed hoarse, and as we have never heard him before, can only say of him that he performed the part of the Duke well, nothing more. One of the most effective concerted pieces of the evening was the terzetto at the close of the 1st Act, which won for the performers, Parodi, Brignoli and Junca, a vociferous encore.

Madame Strakosch sang *Il Segreto*, or the Drinking song, superbly, and won an encore, as might be expected. The enthusiasm at the close was such as augurs favorably for the success of Italian Opera in Chicago, at least for the present season. To-night *La Traviata* is to be performed. However questionable the moral tendency of its plot, it will doubtless draw.

FIRE.—The fire last evening between 10 and 11 was in the frame buildings 267 and 269 Clark street, the latter occupied below by Neumann Levy, shoe store, and up stairs by a family. 267 by Mehr's clothing store. The buildings adjoining were considerably damaged by water.

☞ We call attention to the card of Professor Whitney, the Elocutionist and celebrated Reader, who intends to give one of his popular entertainments in the Mechanics' Institute Hall, on Friday evening next. We promise those who attend a rich intellectual treat. Mr. W. is not only known and admired all over this country, but he brings with him many approbatory notices from the British press. From among a number we select the following:

"The Liverpool Times says that Prof. Whitney's impersonations of Brougham have 'the whole matter and copy of Brougham—eye, lip, gesture, voice, etc., and are entirely delusive.' The Glasgow *Mail* states that 'his imitation of Brougham was remarkably faithful, and was received with the most rapturous cheers by the crowded audience.'"

MRS. WHEELER'S LECTURES.—The ladies will recollect Mrs. Markham Wheeler's second lecture of the course at the First Presbyterian Church will be given this afternoon, at half-past two o'clock. Subject, the Muscular Structure, Brain and Nervous System. Tickets twenty-five cents.

THE 22d OF FEBRUARY IN CHICAGO.

GRAND PUBLIC DEMONSTRATION

The Monster Procession 10,000 Strong.

The Military, Masonic, and Civic Parade.

DECORATIONS AND EMBLEMS ALONG THE ROUTE.

THE DAY AND ITS ADJUNCTS.

GENERAL OBSERVANCE BY CITIZENS

THE FESTIVAL AT METROPOLITAN HALL.

The National Banquets at the Richmond and Tremont Houses—The Cadets' Ball, &c.

The Garden City did herself eminent honor yesterday in observing with all the honors, the recurrence of the Anniversary of a day hallowed to every American heart, the Birthday of Washington.

It was a thorough holiday from its inception to its close, and made memorable by events long to stand with no parallel in the annals of such observances here. It was an anniversary of our whole people. There was no hanging back, no shirking each ones own share, and in the whole was that heartiness that told of a common purpose which appealed to and held all alike, and rightly, for not only for Americans did the Father of his Country preserve America, but for all nationalities to be thereafter represented among our citizens. The whole day, to review its scenes, passed without a jar or misadventure. The streets presented a holiday appearance. Few of the stores and shops and banks were open. Merchant and mechanic, artist and artizan, professional man and laborer, all were very generally "off for the day." By nine o'clock, as the first appearance of the procession were manifest, the streets became thronged with citizens, on foot or in carriages.

The throng was kept up during the day; the sidewalks were full to overflowing. Along the route of the procession the buildings were thronged at every available point of view, with spectators, ladies and gentlemen, and glad-eyed little folks—children released for the day from the public and private schools, to a holiday, whose (to them) splendors will, of this anniversary of Washington, create a new anniversary, to be memorable with them from yesterday through life.

The monster procession was, in numbers and character, unlike any ever known in our city. It was made up, as it should have been, of citizens. Politics, and sect, and nationality seemed lost, as all should be, where a common humanity, enjoying common blessings, bends low at the tomb of Washington, to honor the memory of a common benefactor of his countrymen. Every one seemed good-natured. The citizens mounted were not overharsh with the weaker state of citizens on foot, and even in buckram and gilt braid there was observable a forbearance, a lack of brusqueness, which too often on such occasions, mistaken for soldierly bearing, is eminently distressing to small boys and elderly ladies.

The very horses (we hardly realized before that our city possessed so many) seemed on their good behavior, and trod gingerly and circumspectly through the thronging thousands. There was no fighting, few accidents. Lager was gentle in its influences, and even thirty rod vitriol whisky (it would not be easy to believe either was wanting among the influences of the occasion) drew it mild, and gave to their devotees a larger liberty, well employed, than is usual on such indiscriminate gatherings of the great public. Evidently, the prevailing spirit of the day was not old rye, or its malty congener.

We heard of no accident occurring from the rising of the sun with the matins of clanging and deep diapason of artillery, even to its going down, to where the festivities died away among the "sma hours" of this morning, and let this be said to the credit of our whole public, who have shown that they can enjoy themselves and even be very jolly together without any necessity of infelicities of any description. Even the day itself under such genial terrestial influences thought better of its morning scowl, and from its mid day skies gave to the great procession itself full splendors, and exchanged apparently, it may prove so, a day with April, cheating the latter of the fairest of its thirty suns.

The hour for the grand procession to move was fixed at 10 30 A. M. It was later, large bodies move slow, before it was under way, but the interval was not lost to those citizens who availed themselves in their carriages with their wives and little ones, or on foot, in groups or alone, manhood, matron, maid, Mary, Bobby, and Charlie all were there, and there-about, chiefly the latter, reviewing the promise of the day.

As the head quarters of the military both fronts of the Tremont House were elegantly decorated in a prosusion of the "red, white and blue." On the Lake streetfront a large full length portraits of Washington was richly draped with colors.

The Richmond House, Briggs House, Foster House and other hotels were decked in flags, streamers, and wreaths. Along our business streets several of our prominent mercantile houses were appropriately decorated. The shipping in the harbor were in their gayest rig, with colors and streamers flying. Numerous private residences were also under American colors, or bore devices and emblems. A notable feature was a magnificent triumphal arch decked with wreaths and flags, spanning North Clark street at the Foster House, universally admired and justly so.

We give below a running detail of the several parts composing the whole of the great procession. To attempt any thing like justice to each in their turn, would far exceed our space. It was a characteristic of each association or organization that it was full; few were missing—none voluntarily.

As a military parade it was the most magnificent ever witnessed in Chicago. It displayed the citizen soldiery of Chicago as a whole, with full ranks—American, Scotch, Irish and German companies—horse, foot and artillery—each with the rest, and all together, in a manner infinitely just and creditable to themselves and to the city. Chicago may well be proud of the martial scenes of yesterday.

Again, the Masons and Odd Fellows—the various lodges of multifarious names, glittering in their regalia, never were out in greater force in Chicago. Their ranks seemed interminable, and remained with the procession throughout the march.

The City Fire Department have never appeared more to their advantage than yesterday; men and machines, the perfection of discipline and completeness. The hand machines and hose carts gave token in that display that the steam fire engines had not dismissed them, nor in the minds of the citizens cancelled the merits and services past, present and perspective of the gallant volunteer firemen. The opportunity, too, was given to the thousands of spectators to see the four splendid steam fire engines of the city. A good feature borrowed from these latter was the employment of horses to draw several of the hand engines.

The Mayor and Aldermen, the U. S. officers, the various public boards of the City Government were represented; there were several carriages of those who have borne the arms of their country on her battle-fields in the wars of the present century; but what a poem was that, a requiem for the departed, the closed carriage with silken curtains drawn, whose hammer-cloth bore the legend, "The Soldiers of the Revolution—Alas! none." Time has made them history, and has are this well nigh marshalled in full ranks in that other world those who living wrought so well for their age and country, and for all coming time. Few yet linger, absent from that roll-call. The last survivor of the Boston Tea Party sleeps in an as yet unmarked grave in our own cemetery—Poor Kinnison.

In one of the divisions of the procession, as it passed through Lake street, were [illegible] four carriages, whose [illegible] doubtless [illegible] their [illegible] on the old expired Tom Dyer Charter, and seemed a part of his famous rabble rout that followed his victory.

The procession was variously estimated at from two to three miles in length, and was one hour and fifteen minutes in passing a given point.

THE PROCESSION.

The several divisions composing the procession met and organized on Michigan and Wabash Avenues, State, Dearborn, Clark, La Salle, Wells and Franklin streets at an early hour, and at about 10 o'clock, at the firing of the minute gun, the first division moved from Michigan Avenue and passed westward along Lake street, the other divisions falling into line from the intersecting streets, until at Franklin street the entire procession was completed and proceeded to make its triumphal tour of the city amid cheers and applause.

The first division was preceded at some distance by a posse of City Policemen, who cleared the way. Ahead of the division were six of Pinkerton's Preventive Police, with their Captain Paul H. Dennis. A portion of the Great Western Band preceded the Division Marshal, General R. K. Swift, accompanied by his Staff, Col. W. S. Johnston, Majors C. B. Brown, R. H. Morris, E. F. Griffin, who in their superb uniforms and on their spirited chargers presented a fine appearance.

The Washington Independent Regiment No. 1 was out in full force, headed by Col. W. H. Davis. This Regiment looked and marched admirably; it is composed of the Washington Cavalry, Capt. F. Schamback; the Grenadiers, Capt. Weiler, 32 men; the Light Guard, Capt. Steinmiller, 36 men; the Lafayette Guards, Capt. Krausman, 32 men; the Chicago Highland Guard, Capt. McArthur, 32 men; the Washington Rifles, Capt. F. Mattern, 25 men.

The Adjutant General, T. S. Mather, accompanied by Aids, were in front of the Knight Templars, who appeared in their full strength.

Empty carriage bearing the legend:

SOLDIERS OF THE REVOLUTION.
ALAS! NONE!

The Knight Templars surrounded this vehicle as a Guard of Honor.

The Soldiers of the War of 1812-13, and the Black Hawk and Mexican War, as also Major General Beaubien and suite in five carriages.

The Light Guard Band, playing spirited martial and appropriate airs, led the 60th Regiment. Col. E. Taylor and Staff looked finely. This Regiment is composed of the Light Artillery with three mounted pieces and three Cassons, Capt. James Smith commanding, 58 men; the Chicago Dragoons, Capt. C. W. Barker, 32 men; the Montgomery Guard, Capt. Michael Gleason, 50 men; the Emmett Guard, Capt. Stuart, 42 men; the National Guard Cadets, Capt. G. L. Sanborn, 30 men; the Light Guard, Lieut. Loomis, 42 men; the Shields Guards, Capt. C. L. Moore, 46 men.

The excellent deportment and soldier like bearing of our Volunteer Militia never displayed itself to better advantage than on this most agreeable occasion.

The Second Division consisted of the following: The Orator of the day and Committee on Oration in open Barouche, the U. S. Government Officers, the Sheriff of Cook county and Deputies, the County Clerk and deputies, the Officers of the Township of Chicago.

The Chicago Fire Brigade numbered 80 men, their appearance and deportment reflected credit on Captain Raymond and upon the members of this excellent corps themselves.

Eight members of the Merchants Police. The Mayor and city officers, the Board of Aldermen, and the Board of Water and Sewerage Commissioners in carriages, also the Judges and officers of the several courts in carriages, with members of the Bar, the Clergy, the Students of Rush Medical College, the Boards of Trade, and Underwriters also in carriages.

Two large wagons, richly decorated, came next, bearing the first the "old Thirteen," the original States of the confederacy, a group of thirteen little sisters gathering around Washington. The second wagon bore a full load of blooming maidens, the emblems of the glorious galaxy of the now American Union. This part of the procession closed with a cavalcade of young men on horseback.

The Great Western Band headed the Third Division. First came about 100 students of Bell, Bryant and Stratton's Commercial College.

The Masonic Fraternity turned out in large numbers. Every lodge was handsomely represented, as follows:

THE MASONIC FRATERNITY.

Lafayette Lodge, No. 18.
Oriental Lodge No. 33.
Garden City Lodge, No. 141.
Waubansia Lodge, No. 160.
Germania Lodge, No. 182.
W. B. Warren Lodge, No. 209.
Cleveland Lodge, No. 211.
Blaney Lodge, 271.
Arcadia Lodge, U. D.
Dearborn Lodge, U. D.
Lafayette Chapter, No. 2, R. A. M.
Washington Chapter, R. A. M.
Council of Royal and Select Masters, No. 4.

While the Independent Order of Odd Fellows numbered 400 members in full regalia, as follows:

INDEPENDENT ORDER OF ODD FELLOWS.

Union Lodge, No. 9.
Deane Lodge, No. 11.
Excelsior Lodge, No. 22,
Chicago Lodge, No. 55.
Rober Blum Lodge, No. 18.
R. W. Grand Lodge of Illinois.
Fort Dearborn Lodge, No. 214.
Harmonia Lodge, No 228
Illinois Degree Lodge, No. 1.
Chicago Encampment of Patriarchs.
Germania Encampment of Patriarchs.
R. W. Grand Encampment of Illinois.
R. W. G. R's and R. W. P. G. R's to Grand Lodge of the United States.

The American Protestant Association consisting of 150 members, looked finely. Their banner and regalia were the admiration of all.

The sons of Herman numbered 300 members; the Good Templars, Temple of Honor, Sons of Temperance, Temperance Orders, and the Young Men's Fraternity followed.

The Division closed with eighteen stages of different lines, containing School Teachers and Scholars.

The Michigan City Band led the Fourth Division. The Chief Engineer and Assistant Engineers of the Fire Department, with Division Marshal and Aids, followed. The Pioneer Hook and Ladder Co. No. 1 was ornamented with three flags; Fire King, Junior, Engine Co. No. 1 was decorated with six flags; Fire King, Senior, was drawn by four horses, and gaily decked in flags, &c.; Metamora Engine No. 2 was ornamented with flowers; Niagara Engine, Senior, was drawn by four horses—the Junior by the members of the Company; Philadelphia Hose Co. No. 1 was covered with an American flag; Excelsior Engine Co. No. 5 was handsomely decorated, and bore the following inscription:

ALL HONOR TO THE FATHER OF HIS COUNTRY.

Garden City Engine Co. No. 6, with 68 men at the ropes; Eagle Engine Co. No. 7; Engine Co. No. 9; Neptune Engine Co. No. 11; Wide Awake Engine Co. No. 12; Empire Hook and Ladder No. 3; Northern Hose Co. 7; Northern Liberty Engine finished the volunteer part of the Fire Department.

The steam fire engines Long John, Enterprise, Atlantic and Island Queen, with their tenders, drawn by noble horses, succeeded. Both the volunteer and paid Fire Department never appeared in better condition, or to better advantage. The Lager Bier wagon which accompanied this division produced considerable merriment along the crowded avenues through which the procession passed.

The 5th Division, was headed by L. J. North's Band. It comprised some 400 sailors, who had a miniature model of a ship full rigged, named the "Constitution," commanded by Capt. Ballantyne, in which were sailors dressed in white and blue jackets, who lowered the masts of this excellent model to admit of its passing under the telegraph poles, &c. There was also a metallic model of a frigate of war. The shipbuilders and riggers were out in large numbers.

In this division were also the St. Andrews' Society, numbering 100 members. One hundred members of the Hibernian Benevolent Society, with banners. The New England Excelsior Societies, and the Society of St. Vincent de Paul completed this division. The latter numbered some 400 representations.

The Sixth Division led off with the [illegible] Garden City Band.

The Chicago Typographical Union turned out very strong, and presented an excellent appearance. The Typos in the procession numbered some 150 members of the Union. They had a printing press at work, on a carriage drawn by six horses, from which they issued the following ode as they passed along:

ODE TO WASHINGTON.

February 22d, 1859.

Written by request, for the occasion, and printed by the "Chicago Typographical Union," during the movement of the Procession.

Lo! the world's great heart is kneeling
By the far Potomac's shore,
By the Delphian shrine of Freedom,
By its Mecca, evermore!
For no land alone may claim THEE,
And no tongue but what will name THEE,
Crown with wreaths of love and fame—THEE,
Freedom's God for all the world!

Hark! from every hill and valley—
From their brazen lips the gun,
Volleying answer send to volley,
Mimicry of battle grim,
Thundering through climes of glory—
From the ice realms, grim and hoary,
Tales of war, and battle gory
Of the Continental time!

See! the dust of ages vanish,
See, the glittering scroll unroll'ed,
Freedom's record, bright with glory,
Glittering with stars of gold!
See the iron men advancing,
See the war steed proudly prancing,
Plume and banner gaily dancing,
O'er the Victory won!

List the holy pæans swelling—
Prayer and praise and lofty lay,
Rising from the hearts of millions,
On this worship'd, natal day;
On the day when earthward bending,
God his holy aid descending,
Oppression scorning—right defending,
Created WASHINGTON!

And as on this day, rejoicing,
On each sea and shore and clime,
So shall it be kept forever,
FREEDOM'S SABBATH, through all time!
Kept with hearts of holy feeling,
Kept with anthems heavenward pealing,
Kept by Freeman that low kneeling,
Thank God for WASHINGTON!

We may mention that type was also cast on this same vehicle while the procession was in motion.

An enterprising Daguerrean had a car in the procession, determining to unite patriotism and advertising. In this connection we may note Garland's chariot of Trunk Makers at work.

The Chicago Working Men's Union of 50 members followed.

One hundred students of Sloan's Commercial College was in this Division. They bore a banner and had a desk mounted on a wagon.

The Seventh Division was led off by a Band.

The Chicago Turnverein, numbering 120 men, the Turnverein Vorvart numbering 60 men were followed by several German Benevolent Societies, among which were the Young Men's Hebrew Benevolent Society, the Bnai Bereit, the Hebrew Relief Society—all large delegations, the Chicago Hungarian Society, the Scandinavian Union and the Swiss Societies numbering together 210 persons. The Tailors Society with a splendid banner and 100 members were also in the procession. There were also 100 gentleman of the Tenth Ward Republican Club.

The Eighth Division was, as usual, preceded by a band. The Italian Relief Society followed with 70 members. Fourteen Express wagons of the several Companies, filled with cheering men, then succeeded. Then came sixty Butchers on horseback, with scarves and sleeves; two hundred Draymen and Teamsters on horseback. Lill & Diversey mounted on a dray a lager beer cask and a big vat duly labelled, together with several beer wagons; while B. Ackley supplied several coal and wood carts. These, of course, excited much laughter, as did also a couple of miniature hose carriages manned by small boys. The procession was closed with citizens in great numbers, mounted on horses, in carriages and on foot.

THE FESTIVAL AT METROPOLITAN HALL.

The exercises at Metropolitan Hall were only unfortunate in coming at the close of a three hours procession, which gave a general and wide result of a multitude hungry and weary. We could have wished that under other more favoring circumstances, might have been delivered the able, eloquent and patriotic oration, by Rev. Noah Hunt Schenck, of this city, whose effort on this occasion is rarely surpassed.

The audience, which well nigh filled the hall, manifested their satisfaction by frequent applause. The programme of the afternoon was as follows:

NATIONAL AIR, (Hail Columbia)........Light Guard Band
SONG, (Marseilles Hymn)........Mrs. [illegible]
WASHINGTON'S GRAND MARCH........Full band
ORATION BY REV. NOAH H. SCHENCK.
SONG, (The Star Spangled Banner)........F Lumbard
NATIONAL AIR, (Yankee Doodle)........Full Band.

BANQUET AT THE RICHMOND HOUSE.

At the Richmond House the grand banquet commenced at 5 o'clock P. M. The dining room was splendidly decorated with the national colors and a sumptuous feast of good things spread out upon the groaning tables. Among the speakers were Hon. George Sumner, I. N. Arnold, Esq., J. Van Arman, Esq., and others.

The following is a list of the toasts, which called out the speakers named:

1. The memory of Washington.—In silence.
2. The President of the United States.—Robert S. Blackwell, Esq.
3. The memory of Mary and Martha Washington—Hon. George Sumner.
4. The Governor of the State.—Music.
5. The Regent, Vice Regents, officers and members of the ladies of the Mount Vernon Association—Luther Haven, Esq.
6. The "Old Thirteen" and our new sister State.—Hon. I. N. Arnold.
7. The Eulogies of Washington.—Letter from Hon. Edward Everett.
8. The Clergy.—R. H. Clarkson, D. D.
9. The Army and Navy.—Lieut. Col. J. D. Graham.
10. The Judiciary and the Bar.—John Van Arman, Esq.
11. Our Authors and Editors.—Music.
12. Birth-State and Birth-place of Washington.—Doctor N. S. Davis.
13. The City of Chicago.—Music.

THE TREMONT HOUSE BANQUET.

Messrs. Gage, Bro. & Drake of the Tremont met the exigencies and demands of the day upon their establishment in their usual spirited and excellent style. The hour appointed for their grand National Banquet was 7½ o'clock. A little later than that some three hundred guests sat down to one of the most elegant and bountiful repasts that ever, through the skillful *cuisine* of the Tremont tempted the appetite, and encouraged the enlivening play of the armament of the banquet board.

Shall we create watery mouths in our readers by reproducing, out of our usual course, the programme of exercises which came first in order. It will go well with your breakfast, reader, to pursue this

BILL OF FARE.

SOUPS.

Mock Turtle, Vegetable, Chicken.

FISH.

Salmon, boiled, Lobster sauce.
Baked Pike, larded and stuffed.

HOT RELEVES.

Roast Beef, a la Anglaise, with croquette of Potatoes.
Boiled Turkey, stuffed, Oyster sauce.
Philip's Ham Glacé, with mashed turnips.
English Mutton, boiled, Soubeise sauce.
Capon, stuffed Braisé, celery sauce.
Round of Beef a la mode.
Calf's Head, Parisian style.
Fillets of Beef, larded, garnished with olives.
Saddle of Mutton, orange sauce.
Spiced Beef Tongue, Milanaise style.

COLD RELEVES.

Boned Turkey with truffles, on pedestal.
Chartreuse of Veal, a la moderne.
Boned Muscalonge, with green butter.
Buffalo Tongue, ornamented, a la croquette.
Boned Capon a la Genoise, Sur Socle.
Bastions of Game, surmounted with national colors.
Leg of Veal, stuffed, Germany style.
Stuffed Westphalian Ham, decorated.
Bread of Pheasants, en Bellevue, on pedestal.
Fortress of Liberty, decorated, American colors.
Boned Boar's Head, ornamented, on pedestal.

SMALL PLATES.

Croquette of Potatoes, Small Oyster Patties,
Almond Cakes, Oysters, baked on shells,
Apples, with Rice, Oysters, fried in batter.
Turnovers of minced Chickens.

HOT SIDE DISHES.

Small Chickens, stuffed and larded, a la chevalier.
[illegible]
[illegible]
Small Lamb Chops, en crevade, with stuffed olives.
Sweet Breads larded, with green peas.
[illegible]
[illegible]
Fillets of Lamb, en bordure of vegetables.
Ribs of Beef, larded, garnished with potatoes.
Veal Chops, breaded, a la Maréchale, modern sauce.
Fillets of Mutton, garnished with broths of chickens.
[illegible]
Casseroles of Rice, garnished, [illegible]
Border of same, garnished, a la [illegible]
Epigrammes of Lamb, a la Anglaise.
[illegible]
Fricandeau of Lamb, larded, with Pease, stuffed.
Calf's Tongues, en [illegible]
Border of Potatoes, garnished, with fricasseed lamb.

COLD SIDE DISHES.

Aspic of Fillets of Chicken, with Jelly.
Lobster Salads, in Border of Jelly.
Bread of Chicken, a la Reine, in Socle.
Aspic of Oysters, a la [illegible]
Fillets of Chicken, with Jelly.
[illegible]
Chicken Salads, a la Mayonnaise.
Calf's Brains, en Aspic, decorated.
Bread of Pigeons, a la Perigord en Socle.
Chicken Salads, Mayonnaise style.
Aspic of Lamb, a la [illegible]
Aspic, a la Financier, with Olives.
Stuffed Shoulder of Lamb, with Jelly.
Veal Chops, a la [illegible]
Fillets of Lamb, with Jelly.
[illegible]
Oyster Pie, a la [illegible]
Rack of Veal, larded with Lobster Butter.
English Spiced Beef, a la Tartar.
Boned Chicken en Bellevue.
Mutton Cutlets, a la Jelly.

RELISHES.

Olives, Horse Radish, Cranberry [illegible]
Sardines, Assorted Pickles, Apple Sauce, Lettuce.
Currant Jelly, [illegible] Sauce.

ROAST DISHES.

Roast Turkey, Stuffed, Giblet Sauce.
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Roast Beef, with Croquette of Potatoes.
Wild Turkey, stuffed.

VEGETABLES.

Stewed Tomatoes, Boiled Onions, cream sauce.
Mashed Potatoes, Boiled Rice.
Sweet Corn, a la cream, [illegible]
Boiled Parsnips, Green Peas.

PASTRY.

Washington Cakes, Prune Meringues,
Cabinet Pudding, Bavarian Cheese,
French Cream Cakes, Rum Cakes.

ORNAMENTS.

Monument of Washington, at Richmond, Va.
Temple of Liberty, Mount Vernon,
Corinthian Temple, Fancy Pyramid,
Fruit Tree, Modern Fountain,
Harp Pyramid, Fruit Baskets,
Macaroon Pyramid, Veal Pyramid.

CONFECTIONARY.

Broiled Almonds, Jelly Cake,
Lady Cakes, Maccaroons,
Peppermint Drops, Kisses,
Lady Fingers, Lemon Cakes.
Rose Drops.

DESSERT.

Apples, Brazil Nuts, Figs.
Prunes, Filberts, Almonds.
Oranges, Raisins.

COFFEE. ICE CREAM.

Then came the feast of reason and flow of soul, responsive to key notes struck as follows, and we can find space for no fuller justice.

REGULAR TOASTS.

1. *The Memory of George Washington.*—The anniversary of his birth will be forever hailed as a day consecrated to freedom and the rights of man. Drank standing and in silence.

2. *The President of the United States.* Response by B. F. Strother.

3. *The Memory of La Fayette*—America will always cherish, with kindest gratitude, the memory of those noble heroes who left their own country to fight the great battle of Liberty in ours. Dr. Egan.

4. *The Island of Cuba*—"The most interesting addition that could be made to our system of States."—Jefferson. R. T. Merrick.

5. *Mount Vernon*—The Mecca of the oppressed—the Altar of Freedom. E. W. McComas.

6. *Martha Washington*—She will be forever honored among women, as the perfect exampler of the virtues of an American Matron. E. C. Larned.

7. *Washington's Farewell Address*—An unfailing fountain of political wisdom. J. B. Wentham.

8. *The Framers of the Federal Constitution*—Their work is the Charter of Liberty through all time to come. Lambert Tree.

9. *The Ministers of the Gospel*—The religion they teach is the foundation of the freedom we enjoy. Rev. Dr. Howard.

10. *The Corporate Authorities of Chicago*—May they so administer their high functions that their City may continue to advance until she shall stand unrivalled among the cities of the West. Hon. J. C. Haines.

11. *The Federal and State Judiciary*—It is distinguished for its purity and ability. Judge Thos Drummond.

12. *The Army and Navy of the United States*—"They never surrender." Captain McClellan.

13. *The Medical Society of Chicago*—It stands pre-eminent among its sister Societies of our country. Dr. N. S. Davis.

The dining hall was decorated in excellent taste. At the head of the hall was a fine full-length portrait of Washington, at the south end a large painting of the Goddess of Liberty. The sides of the room were festooned with flags and banners. Among the decorations was an original portrait of Washington by Benjamin West. The decorations of the table were in excellent taste.

METEOROLOGICAL RECORD kept by J. H. Reed & Co., Apothecaries and Chemists, 144 and 146 Lake street:

Monday, Feb. 21. BAROMETER. 7 A. M.	12 M.	6 P. M.	Monday, Feb. 21. THERMOMETER. 7 A. M.	12 M.	6 P. M.
29.50	29.50	29.44	36	45	42

LOCAL MATTERS.

ASSOCIATED CONGRESS.—There will be a special meeting of this association at the Mechanics' Institute Hall, at 7½ o'clock this evening. Addresses will be delivered by Judge Arrington and others on themes appropriate to the occasion. The public are generally invited to attend.

REMOVAL.—C. L. Harmon & Co., wholesale Grocer and Commission Merchant, have removed to 135 South Water street, near Clark Street Bridge. fe22 3t*

PIKE'S PEAK.—Trunks, valises and traveling bags, manufactured expressly for a trip to the Gold Mines at W. & G. S. Wright's 61 and 219 South Clark street. fe19 2m.

☞ See advertisement of Boudoir, Sewing Machines, [illegible] Lake street. ja4-ly-b906

☞ See advertisement of Quaker City $20 Sewing Machine. L. CORNELL & Co., oc26-1y 133 Lake street.

DIED.

In this city, on the morning of the 22d of February, SARAH H., wife of Geo. A. Meech, Esq., aged 27 years.

The friends of the family are respectfully invited to attend her funeral, from the residence of her husband, at the corner of Clark and Quincy streets, on to-morrow, the 24th inst., at 2 o'clock P. M.

☞ Connecticut papers please copy.

New Advertisements.

☞ C. H. SCRIVEN, Advertising Agent, 83 Dearborn-st., is authorized to receive Advertisements for this and all the Leading Papers of the North-West. ja1 b894 ly

FOR SALE.—A GOOD TWO-STORY Frame House, with 21 years lease of lot, 9 rooms, water in both stories, good barn, well and planked yard, in the West Division, near High School, on Monroe street. Also, Furniture for sale at a bargain. Address "A. T.," Box 2150, Chicago Post Office. fe23-3t*

Removal!!

MILLER & BROWN,

WHOLESALE

Boot and Shoe Dealers,

HAVE REMOVED TO

No. 54........Lake Street........No. 54

fe23 3w

Malt for Sale.

HAWLEY'S DETROIT MALT.—(MADE chiefly from Canada Barley,) and suitable for the manufacture of Lager Beer and Stock Ale, is now kept for sale by A. H. TREMONT & CO., corner of South Water and Lasalle streets, Chicago. Cash orders from the country promptly filled. fe23-4w-384 R. HAWLEY.

FINNAN HADDIES—JUST RECEIVED by P. MACFARLANE, fe23-3t* No. 84 Lasalle street.

60 TONS ANTHRACITE COAL, (NUT size) for sale cheap to close a consignment. fe23-1m c390 DEWEY & CO.

DISSOLUTION OF PARTNERSHIP.—The co-partnership heretofore existing between Geo. W. Merrill and J. W. Miles, at Somonauk, De Kalb County, Ill., was dissolved by mutual consent on the 15th day of January. The debts of the late firm will be paid by the said J. W. Miles and all demands owing to the said firm must be paid to him. GEO. W. MERRILL, fe23-3t* J. W. MILES.

To Ship-builders and Others.

THE SUBSCRIBER HAS ON HAND A large quantity of excellent Timber and Spars, suitable for Masts and other shipping purposes, lying on the North Branch Canal, near to Bradley's Distillery, which he will sell cheap for cash.

AUGST. WALLBAUM.

☞ For Particulars and price inquire at office, corner of Michigan and Franklin streets. fe22 1t*

NEW BOOK BY LOLA MONTEZ, COUNTESS OF LANSFELDT—Anecdotes of Love, being a true account of the most remarkable events connected with the history of love in all ages and among all nations. Price $1. For sale by W. S. KEEN. fe22ly 148 Lake street.

$40,000.

A STOCK OF MERCHANDISE WANTED of from $25,000 to $40,000 in exchange for cash and good farming lands. Apply to HILL & SWASEY, Auctioneers, fe22-3w-c33 54 Dearborn street.

EXCHANGE.—WE ARE DRAWING ON

New York, Philadelphia, Boston, St. Louis,

AND EUROPE.

L. B. ALEXANDER & CO.,

fe22 3t c390 BANKERS, No. 50 Clark st.

STERLING EXCHANGE—DRAFTS ON the Union Bank of London of One Pound and upwards, available in any part of the United Kingdom, for sale by [illegible] HOFFMANN & GELPCKE.

CHECKS OF THE ILLINOIS MUTUAL FIRE INSURANCE COMPANY wanted by [illegible] HOFFMANN & GELPCKE.

NINE PER CENT. LOANS.—THE UNdersigned is ready to negotiate 5 year Loans at 9 per cent. per annum on Central business Property in this city for the purpose of building first class stores. fe17 c341 1w J. M. PARKER, No. 16 Washington street.

MONEY TO LOAN

At Ten per Cent. per Annum.

FOR FIVE YEARS.

First-class City Real Estate and

COMMERCIAL NOTES WANTED.

running from One to Twelve Months. [illegible] E. S. DOWNING & CO., 27 Clark st.

RARE CHANCE FOR PROFITABLE Investment—North Side Property for sale very cheap. Four Lots on Michigan street very cheap for cash or half cash, balance one year. Address Box "251," Post Office. fe16 1w-c384

NOTICE.—ALL PERSONS HOLDING claims against Cook County, will file the same with the undersigned on or before the First Monday of March next. fe16-1d-c31 C. R. FARWELL, Clerk.

$100,000 TO LOAN.—THE undersigned, as agent for Eastern capitalists, is prepared to make loans on long time at ten per cent. on Chicago property. First Mortgages having from one to five years to run, wanted at fair rates. J. L. LEE, 60 Wabash & Co. Block, [illegible] No. 66 Clark street, Chicago.

VALUABLE EASTERN PROPERTY TO BE EXCHANGED for PRODUCTIVE WESTERN. Known as the Academy Carpet Mill Property, in Clayville, [illegible] [illegible] DAVID R. FOSTER, [illegible]

TELEGRAPH EXCHANGE ON NEW YORK

[illegible]

MONEY LOANED ON CITY REAL ESTATE [illegible]

RETURNED—DR. HUSSELL IS HAPPY [illegible]

Wanted.

WANTED—TO LEASE FOR A TERM of years, a vacant Lot. Those having such for lease will address Drawer "4471," Chicago Post Office, giving discription and locality of same. A preference will be given to a lot in the North Division, between Chicago avenue and Illinois st., and Rush and Dearborn streets. fe23-1w c393

WANTED FOR CASH—A FIRST-class House and Lot. House to be furnished with Gas and Water, and of twelve or more rooms. A good Stable on premises would be desirable. North or West side preferred. Address Box "4555," stating location and price. fe23-1m c391

WANTED—ONE OR TWO COMPETENT Men as CANVASSING AGENTS for New and Popular Selling Works. Apply at 124 Lake st., (up-stairs,) or address Post Office box "3313." fe23 3t c388

BUSINESS.—ANY FIRM IN WANT OF the services of an energetic business man to act as Book-keeper, Salesman, or otherwise, will please address H. BURTON, box 1881, Chicago P. O. fe23 3t*

TO REAL ESTATE MEN.—WANTED to Exchange for Chicago Property, a business in St. Louis already well established & paying a nett profit of $18 per day. Address, (stating time and place where an interview may be had), Post Office Box "4599," Chicago. fe23 1w*

WANTED—A YOUNG MAN 23 YEARS of age desires a situation as salesman or clerk in some wholesale house, where an opportunity would be offered for advancement and permanency. Has had 11 years experience in various branches of business, and can give unexceptionable references. Address "R." Box 4384, P. O. fe21 c377 1m

WANTED TO RENT FROM THE FIRST of May next—Two Cottage Houses containing from seven to ten rooms each, situated on the South Side, between Adams and Twelfth streets. Parties having such houses to rent may hear of good cash tenants by addressing a note to "C. B.," Box 747. Please state location and terms. fe19 1w*

WANTED—100,000 LBS. PORK CRACKLINGS. Apply to C. H. SEAVERNS, 45 So. Clark street, or address box 2185 Chicago P. O. fe17 c346 3w

WANTED—$5,000 TO $10,000 ON Mortgage of Freehold Estate in the city of Peoria, Illinois. The property is now let on a term of five years at a rental of $3,000 per annum. Apply to P. O. M., box 449 Peoria, Illinois. fe15 1m*

SINGING BIRDS FOR SALE.—The Subscriber offers for sale a large assortment of FIRST RATE SINGING BIRDS, imported from Germany, viz:—Nightingales, Canary Birds, Green Finches and Linnets. fe8 1m* CHARLES ALBRECHT, 171 South Clark street.

INFORMATION WANTED OF DAVID KING who left Stokes County, N. C. some 20 years ago. Hear his heirs are entitled to a legacy of about $6300. Address D. H. STARBUCK, ja18 3m* Salem, N. C.

For Pike's Peak.

A PASSAGE TO THE GOLD REGIONS of Kansas, including fifty lbs. Baggage, Board through, and sixty days Provisions there, can be secured for $100 at Dr. BUFFUM'S Office, 126 South Clark st., up stairs. fe13 2w*

To Rent.

TO RENT.—THE NEW MARBLE FRONT Building No. 170 South Clark street. Four stories and basement, together or separately. Apply to fe18 3t* GEO. W. NEWCOMB, 90 Dearborn street.

FOR RENT.—THE RESIDENCE OF the undersigned, No. 112 Wolcott, corner of Ontario street. Inquire of ANDREW J. BROWN, fe16-10t-c336 No. 3 Bancroft street.

HOUSE TO RENT AND FURNITURE For Sale—Furniture all new last summer. House situated on the South Side in a pleasant locality. Address box 4583. fe11 1w*

TO RENT—THE STORE NO. 41, SOUTH Water street, suitable for Wholesale Grocers or Dry Goods Jobbing House, and basement. Apply to MATTHEW LAFLIN, 47 & 49 South Water st. ja28 3t*

TO RENT.—TWO NEW HOUSES, ON Erie street, near Market. Eight rooms in each house at $15 per month. Inquire at 42 Clark street. fe21 c380 1w S. WARD.

VALUABLE WHARFING PROPERTY to Rent.

Wharf Lots 27 and 28, in Block 89,

School Section, on the east side of South Branch, between Harrison and Van Buren streets. They can be rented for a single year or a term of years. Inquire of fe21 1m E. C. LARNED, 97 Washington st.

FOR RENT.—INTENDING TO REMOVE to our new premises, No. 32 Lake street, on the 1st of February next, we will rent to a good tenant the premises now occupied, 167 South Water street. Apply to DOGGETT, BASSETT & HILLS. ja27 1m

PARDEE'S BUILDING.—FOR RENT the commodious offices on the first and second floor in Pardee's Building, corner South Water and Wells streets. Also, two lofts and a fine corner basement suitable for a dining hall. For terms apply to the subscriber in the building, No. 213 South Water street. [illegible] T. WILLIAMS.

TO MILLERS, MECHANICS, &C.—TO RENT, for a term of years, that large building east of the Elevator of Gibbs, Griffin & Co., with the lease on which it stands—being 80 feet, more or less, on the river and running back to the G. & C. U. R. R. Attached to the building is a steam engine room, with an engine. This is a fine location for a Flouring Mill, or for Mechanical purposes. For terms, &c., apply to dc24 b813 3m S. B. WILLIAMS, 213 South Water street.

For Sale.

FOR SALE.—A DRUG STORE WITH all the Fixtures complete and in good order, will be sold cheap for cash. Apply to D. W. CORBIN & CO., 59 Clark street. fe22 4t c389

FOR SALE AT A BARGAIN—A HANDsome Rosewood Piano Forte, made by Gale & Co., New York. An old Piano, or some Groceries or Dry Goods will be taken in part payment. Apply at No. 120 West Madison street. fe17 1w*

FOR SALE—THE SCHR. BAY STATE, and the Bark WAVERLY, on long time. For particulars inquire of B. F. TAVIDSON, fe17 c340 1apl 145 South Water st.

FOR SALE OR EXCHANGE—EIGHTY Acres Good Prairie Farming Land, situated in Ogle county, Ill., 65 miles from Chicago, and 7 miles from Railroad Depot. Said Land has been broken, and is one crop of wheat has been raised upon it. It will be sold cheap, exchanged for city property, or for any description of merchandise that can be made available. Address box 1139 Chicago P O. fe15 1w*

FOR SALE VERY CHEAP FOR CASH.—House and Lot on Jefferson street, near Jackson. House new, contains ten rooms, with high rooms, brick cellar, &c. &c. This property will be sold at a DECIDED BARGAIN for cash, or part cash, balance on four or five years time at ten per cent interest. Address Box 2631, Chicago Post Office. fe3w-c382

FOR SALE.—GOOD WILL AND FIXtures of one of the best Butcher Stalls in the West Division, with two years lease. Also—1 Tubular Boiler, six horse power, new. Address "H. & J." Post Office Box 1180. fe15-3w-c383

THE COMMODIOUS RESIDENCE

404 Erie Street,

On the North Side, near the Lake.

For Sale or Exchange on Favorable Terms.

A large proportion of the purchase money will be taken in Lumber, or unencumbered Chicago real Estate. fe12 c315 1m J. P. WEST, 160 Lake street.

FOR SALE, BY VAN INWAGEN & CO., Office No. 3, Dole's Building, Chicago, Ill. the following vessels:

Schr.		
ROCKET,	Class A 1, with a Star,	[illegible]
ELIZA LOGAN,	[illegible]	[illegible]
SARAH JANE,	[illegible]	[illegible]
MAGGIE,	[illegible]	[illegible]
WINGS OF THE WIND,	Class	[illegible]
INTERNATIONAL,	[illegible]	[illegible]
PHILADELPHIA,	[illegible]	[illegible]
PETREL,	[illegible]	[illegible]
OSTRICH,	[illegible]	[illegible]
CORINTHIAN,	[illegible]	[illegible]
SEA SERPENT,	[illegible]	[illegible]
STORM KING,	[illegible]	[illegible]
LIVE OAK,	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

Chicago, February 4, 1859. VAN INWAGEN & CO.

PROPELLERS FOR SALE.—THE PROpeller GENESEE CHIEF, now lying at Buffalo, N. Y., and the propeller CALIFORNIA, now lying at Cleveland, Ohio, are offered for sale. [illegible]

DOCKING [illegible] PROPERTY TO LET [illegible]

FIRST-CLASS DWELLINGS FOR SALE.

THE TWO FIRST-CLASS DWELLINGS

Now being erected,

On Rush, near Superior St.,

And to be finished May 1st. [illegible]

Malt! Malt! Malt!

16,000 BU. NO. 1 CANADA BARLEY MALT [illegible]

LUNAR OIL IS THE CHEAPEST AND Most Brilliant Light Yet discovered.

In a Hand Lamp, ONE GALLON burning three hours each day, lasts THREE MONTHS, giving a light equal to eight Candles. When the Lamp is properly trimmed there is No Smoke or Smell.

OIL $1 PER GALL'N.

LUNAR OIL & LAMP DEPOT, 47 LA SALLE ST., CHICAGO, ILLS.

ja8 b849 3m

ASSIGNEE'S SALE

Of a Large Stock of

FIRST QUALITY BOOTS & SHOES

AT WISWALL'S,

133........Lake Street........133

The Stock will compare favorably in extent and quality with any ever offered in this city, and extra efforts will be made to close it out in the next THIRTY DAYS, and to accomplish this every article will be disposed of at a GREAT SACRIFICE. Families wishing to make a

SAVING OF TWENTY-FIVE PER CENT.

In their Shoe Bills for this year will do well to improve this opportunity, as

Such An Inducement is Very Seldom Offered.

Call and you will be convinced that these are facts. fe7 c180 1m

Amusements.

McVICKER'S THEATRE,

STRAKOSCH'S CELEBRATED

ITALIAN OPERA.

The Italian Opera Ticket Office, Tremont House, for securing seats will be open daily from 9 o'clock A. M. to 1 P. M. [illegible] seats can be secured for any Opera three days in advance.

The price of admission will be—Dress Circle and Parquette, One Dollar; Reserved Seats 50 cents extra. Admission on the evening $1, with the privilege of occupying such seats as may not have been secured. Gallery 50 cents; Private Boxes [illegible]

The One Dollar Tickets will be sold only on the day of the performance.

The Free list of this establishment during the Opera Season, will be entirely suspended.

Conductor, MAURICE STRAKOSCH; Leader, HERR KREUTZER.

A few reserved seats will be retained for sale on the evening at the door.

THIS WEDNESDAY EVENING, February 23, will be produced Verdi's famous Opera entitled

LA TRAVIATA.

Debut of the celebrated Cantatrice,

MADAME PAULINE COLSON,

in her celebrated character as........VIOLETTA, in which role she produced the greatest enthusiasm, [illegible]

Signor BRIGNOLI as Alfred. First appearance of the renowned Baritone, SIGNOR AMODIO as Germont. Mdlle. SIMON as Flora. Signor NICOLA as Doctor Grenvil.

☞ To-morrow, Thursday—LUCIA DI LAMMERMOOR—Debut of MAD. DE WILHORST.

McVICKER'S THEATRE.

GRAND GALA AND MATINEE MUSICALE.

DAY PERFORMANCE,

Saturday, February 26, at 3 P. M.,

For the Benefit of the Mount Vernon Fund, when the principal Artists of Mr. STRAKOSCH'S CELEBRATED ITALIAN OPERA COMPANY, including the Chorus and Orchestra, will appear.

Admission One Dollar; Gallery, Fifty Cents. Tickets can be obtained at the Tremont House, McVicker's Theatre, and the principal music stores.

☞ For Programme, see Friday's advertisement. [illegible]

SHAKESPEARE! AND THE ORATORS within the Senates and Pulpits of the Old and New Worlds.

MR. WHITNEY,

(Recently of a Professional European Tour,)

—AT—

MECHANIC'S INSTITUTE HALL.

(The Metropolitan being engaged.)

Friday Evening, February 25th, at 8 o'clock.

SENATE CHAMBER, Washington, Dec 18, 1858.

To CHARLES WHITNEY, A. M.:

Dear Sir:—Aware of your presence in the Federal Capital and of your eminent skill at home and abroad in the delineation of the passions of Shakespeare's and of recent dead and living orators, we unite in requesting an exemplification of your extraordinary genius in one of the Halls of Washington.

Signed:

Hon William H Seward, Hon. Stephen A. Douglas,
Henry Wilson, Roger B. Taney,
William L. Marcy, N. P. Banks,
And 40 others.

☞ Tickets 25 cents [illegible]

Grand Republican Banquet.

A GRAND UNIVERSAL BANQUET will be held in

GERMAN HALL,

On the 24th of February,

In Commemoration of the French Revolution of

1848.

It is hoped that all those who feel a common sympathy with those who have struggled for liberty will assist on this occasion. Celebrated Orators are procured to deliver orations in French, German, Italian and English.

The doors will be opened at 8 P. M. Tickets can be procured at Bauer's book Store, [illegible] Block, and Hottinger & Kasler's Beer Saloon, Randolph street, opposite the Court House.

☞ Tickets for the Banquet 50 cents, supper included. Galleries 10 cents. THE COMMITTEE.

Young Men's Association.

LECTURES FOR FEBRUARY.

24th—HERMAN MELVILLE. Subject: "South Seas."

JAS. GRANT WILSON,
HENRY W. BISHOP, Jr.,
JNO. LYLE KING,
Lecture Committee.

Auction Sales.

BY HILL & SWASEY.—54 DEARBORN STREET.

Elegant Furniture,

CARPETS, &c.

We will sell at our salesroom, 54 Dearborn street, on WEDNESDAY, FEBRUARY 23d, at 10 o'clock, an assortment of

Elegant Parlor and Chamber Furniture,

Consisting of brocatelle and hair-cloth, rosewood and black-walnut sofas, Tete-a-tetes, easy Chairs and Rockers, marble-top center Tables, Etagères, walnut and mahogany Bureaus, Marble-top Bureaus, Washstands, &c. &c.

Dining Room and Office Furniture,

Such as black walnut extension Tables, breakfast Tables, dining Chairs, office Tables, black walnut and oak Desks, also a large assortment of China, Furniture for the trade, Mattresses, &c. Carpets, &c.

Sale positive. HILL & SWASEY, Auc'rs.

BY GILBERT & SAMPSON.—

RICH NEW AND SECOND-HAND

FURNITURE,

Rich Velvet and Brussells Carpeting, Oil Paintings, Silver-Plated Ware,

AT AUCTION.

On THURSDAY and FRIDAY MORNINGS, Feb. 24 and 25, at 10 o'clock, at our Salesrooms, No. 82 Lake street, opposite the Tremont House, a large and choice assortment of Furniture, Carpets, &c. &c.

ELEGANT PARLOR FURNITURE.

Parlor suits in Brocatelle and Plush, Tete-a-Tetes, Sofas, Arm Chairs, Ottomans, Reception Chairs, Lounges, Marble Top Centre Tables, Etageres and Rocking Chairs, Mirrors, elegant Oil Paintings and Engravings.

CHAMBER FURNITURE.

Rich Chamber Suits in Rosewood, French and other Bedsteads, Marble Top Bureaus, Dressing Bureaus, Washstands, Lounges, Wardrobes, Mattresses, Bedding, &c.

DINING-ROOM FURNITURE.

Solid Oak Extension Dining Tables and Cane Arm-Chairs, Breakfast Tables, Cane Chairs, Tete Tables, Crockery, Glass Ware, and Kitchen Furniture.

CARPETS.

Elegant Velvet and Brussels Tapestry, and Brussels Carpeting.

GILBERT & SAMPSON, Auctioneers.

SALE AT AUCTION.—A FARM NEAR Monee (Illinois Central R. R. station) about 9 miles from Chicago, [illegible] or A. HERBERT, Monee.

AMERICAN EXPRESS CO.'S

ANNUAL SALE

—OF—

Unclaimed and Refused packages of Merchandise

Will be sold (unless previously called for) on MONDAY, the 7th of March, at 9½ o'clock, at 18 and 18 Dearborn street, comprising in part of

Cases of Mercandise, Trunks, Chests, Valises, Boxes, Packages, Barrels, Wagons, Castings, &c., &c.,

Which will be sold for cash to the highest bidder. C. H. KAITH & SON, Auctioneers. fe19 td c380 Nos. 18 and 18 Dearborn-st.

BY GILBERT & SAMPSON.

Large Stock of

CLOTHING, GENT'S FURNISHING GOODS,

Undershirts and Drawers,

AT AUCTION.

On WEDNESDAY MORNING, Feb. 23d, at 9½ o'clock we shall sell at our salesroom,

NO. 82 LAKE STREET,

(Opposite the Tremont House.)

An Invoice of Men's and Boy's Pants, Redingotes, Tweed Coats, Men's and Boy's Cloth Caps, Pantaloons, Jackets, Men's Vests, [illegible] and Woolen Undershirts, Drawers, [illegible] Sale without reserve. GILBERT & SAMPSON, fe18 td c393 Auctioneers.

COPARTNERSHIP NOTICE.—THE UNdersigned have this day formed a copartnership under the name of HILL & SWASEY, for the purpose of conducting the General Auction and Commission Business. HORATIO HILL, Chicago, Jan. 25, 1859. SAMUEL SWASEY.

HILL & SWASEY,

GENERAL AUCTIONEERS

—AND—

Commission Merchants.

54........DEARBORN STREET........54

Will advance on every description of goods consigned for Auction Sales.

☞ STRICTLY A COMMISSION HOUSE. HORATIO HILL [illegible] SAMUEL SWASEY

WM. A. BUTTERS & CO.,

AUCTIONEERS AND APPRAISERS,

78 DEARBORN STREET,

(Near the Post Office,) Chicago, Illinois.

☞ Cash advances on all kinds of Merchandise. fe1-ly-c33

Boarding.

BOARDING.—FOR RENT WITH BOARD for a gentleman and lady, a front parlor and bedroom at [illegible] J. M. GREEN.

BOARDING.—FIRST CLASS BOARD [illegible]

BOARDING.—SINGLE ROOMS AND [illegible]

PIKE'S PEAK!

[illegible]

RUBBER GOODS,

[illegible]

PIKE'S PEAK ROUTE.

[illegible]

WM. M. FERRY, JR., FERRYSBURG, Grand Haven Post Office, Michigan. Or to my General Agents for the United States.

Tripp, Hale & Co.,

PATENT OFFICE DEPOT. No. 100 Lake street, Chicago.

THE PENNSYLVANIA CENTRAL RAILROAD. The Capacity of this Road is now Equal to any in the Country. Three Through Passenger Trains BETWEEN PITTSBURGH AND PHILADELPHIA, CONNECTING DIRECT IN THE UNION Depot at Pittsburg with through trains from all western Cities for Philadelphia, New York, Boston, Baltimore and Washington City [illegible]

Fare always as Low as by any other Route.

1858-9—WINTER ARRANGEMENT—1858-9 VIA ILLINOIS CENTRAL RAILROAD. Change of Time. ON AND AFTER SUNDAY, NOV. 28, trains will leave the Great Central Depot, foot of South Water and Lake streets [illegible]

CHICAGO, ST. PAUL AND FOND DU LAC R. R. CHANGE OF TIME. ON AND AFTER MONDAY, DEC. 13, 1858, Trains on this road will leave Chicago as follows: [illegible]

GOLD MIXED AND PRINTED SATINETS [illegible] STEELE, BENEDICT & CO.

ARNOLD'S WRITING FLUID BY DOZ. or Bottle for sale by J. H. REED & CO., Druggists and Chemists, 144 & 146 Lake st.

CONDITION, TRAFFIC, Etc. OF THE RAILWAYS CENTERING IN CHICAGO.

With a General Synopsis of the Business of the City FOR THE YEAR 1858.

SEVENTH ANNUAL REVIEW.

The financial embarrassments and the depression in business which commenced in August, 1857, have continued through the past year. It has been devoted mainly to the settlement of old accounts, and the collection and payment of old debts. The work is not yet finished; but in the judgment of the most conservative and far-seeing financiers of the country, the worst is now over, and we have a safe and solid basis for a gradual and steadily increasing prosperity. For many months past the the seaboard cities have been burthened with a vast amount of idle capital; but there are many reasons for the opinion that it is beginning to seek the channels of business, and to infuse new life into every department of our commercial system.

As will appear from the facts contained in this article, the railways of the West have suffered severely during the past year; but the lessening of their receipts, if the retrenchment in their expenses be considered, is by no means as great as many have supposed. They have had the worst year they will ever have; for the development of the West, it is believed, will receive no check for many years in the future, and when the next revulsion shall come, our rich prairies will be teeming with an intelligent, energetic people, whose numbers will be told by millions, and their actual necessities will always force a large and lucrative traffic upon the railways of the West. If, as everybody believes, business is reviving, it may be confidently asserted that our railways "have also seen the worst."

The extended notice heretofore given in our columns of the railways centering in this city induces us to limit this article to a very brief statement of facts; to give in most cases merely the names of the officers of the roads and the figures which represent their business for the past year. When the residence is not stated, it may be understood that the officers live in Chicago. We notice also very briefly the branch and extension lines of each principal road. The same order is observed as heretofore, that is, we commence with the north and end with the Michigan Central on the east. Hence we notice first the

CHICAGO & MILWAUKEE R. R.

Mahlon D. Ogden, President.
A. S. Downs, Secretary.
H. A. Tucker, Treasurer.
M. L. Sykes, Superintendent.

This road connects Chicago with Milwaukee. Length, 85 miles.

Receipts.

	Pass.	Freight	Mail & Mis.	Total.
January	$6,5 0 21	$4 889 15	$271 31	$14,440 55
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]

The following table shows the total movement of passengers, but as the numbers North and South are not stated, it is not so valuable as it otherwise would be:

Movement of Passengers.

North and South.	Through.	Way.	Total.
January	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]

The first Branch Road running west from the Chicago and Milwaukee is the

Kenosha and Rockford Railroad.

Josiah Bond, Kenosha, Wis., President.
Levi Burnell, " " Secretary.
Chas. H. Sholes, " " Treasurer.
C. L. Prescott, " " Superintendent.
W. H. Noble, " " Chief Engineer.

We have received no report from this road. Eleven miles were finished last year. Projected to run from Kenosha to Rockford, and thence to Rock Island. Length to Rockford, 80 miles.

As the next Branch Line we notice the

Racine and Mississippi Railroad.

H. S. Durand, Racine, Wis., President.
A. J. Redburn, " " Secretary.
Wm. M. Perine, " " Treasurer.
Robert Harris, " " Sup't & Ch'f Eng.

Receipts.

	Passengers.	Freight.	Mail and Mis.	Total.
January	[illegible]	[illegible]	Included in Freight.	[illegible]
February	[illegible]	[illegible]		[illegible]
March	[illegible]	[illegible]		[illegible]
April	[illegible]	[illegible]		[illegible]
May	[illegible]	[illegible]		[illegible]
June	[illegible]	[illegible]		[illegible]
July	[illegible]	[illegible]		[illegible]
August	[illegible]	[illegible]		[illegible]
September	[illegible]	[illegible]		[illegible]
October	[illegible]	[illegible]		[illegible]
November	[illegible]	[illegible]		[illegible]
December	[illegible]	[illegible]		[illegible]
Total	[illegible]	[illegible]		[illegible]

Movement of Passengers.

	Total West.	Total East.
January	[illegible]	[illegible]
February	[illegible]	[illegible]
March	[illegible]	[illegible]
April	[illegible]	[illegible]
May	[illegible]	[illegible]
June	[illegible]	[illegible]
July	[illegible]	[illegible]
August	[illegible]	[illegible]
September	[illegible]	[illegible]
October	[illegible]	[illegible]
November	[illegible]	[illegible]
December	[illegible]	[illegible]
Total	[illegible]	[illegible]

This road is completed to Durand, 86 miles west of Racine. As an extension line of the C. & M. Railway we notice the

La Crosse and Milwaukee R. R.

S. C. Chamberlain, Cleveland, Mortgagee in possession.
Dwight W. Keyes, Milwaukee, Cashier.
Edwin H. Goodrich, Manager.

This is really a Milwaukee road. It owes its origin and completion to the enterprise of that city. It runs its trains, however, in close connection with our Chicago and Milwaukee road, and as our plan, as usual, embraces at least one State beyond our own, we include this line in the Chicago system. In revenge, our Milwaukee friends can, if they choose, include one or half a dozen of our roads in their "railway system" as as extensions of the Chicago and Milwaukee, and for their convenience the figures contained in this article are at their service.

Receipts.

	Passengers.	Freight.	Mail & Misc.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]

Movement of Passengers.

	West Thro'.	West Way.	West Total.	East Thro'.	East Way.	East Total.
January	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

This road was opened for business to La Crosse, 198 miles above Galena on the 1st of October 1858. Its length is now 200 miles. Opposite La Crosse, at La Crescent, the Root River Valley or Southern Minnesota Railway is in process of construction. It is to run northwest to Mankato at the south bend of the Minnesota. It will undoubtedly form, with the Minnesota and Cedar Valley Road, a link in the first line of railway that will be opened between Chicago and St. Paul. Its affairs are in a very encouraging condition.

As a projected extension of the La Crosse Road, we notice the

Hudson and Superior R. R.

John Lockwood, Milwaukee, President.
A. V. [illegible], Cincinnati, Secretary.
H. V. Silliman, Hudson, Wis., Engineer.
M. L. North, New York, Contractor.

Road to run from Hudson to Superior, at the head of Lake Superior, 150 miles, with branch to Byfield, 80 miles—all under contract. Twenty miles at each end of main line to be done this year; all to be done in three years. Has a valuable grant from Congress of farming, timber and mineral lands, to aid in its construction.

Our next grand trunk line is the

CHICAGO, ST. PAUL AND FOND DU LAC RAILWAY.

Wm. B. Ogden, President.
S. B. Redfield, Secretary.
Geo. P. Lee, Treasurer.
Geo. L. Dunlap, Superintendent.

Road completed from Chicago to Janesville, 91 miles, and from La Crosse Junction to Oshkosh, 47 miles. Fifty-six miles between Janesville and La Crosse Junction ready for the track and will be finished early next summer. Has a land grant of some 2,000,000 of acres to aid in its construction. Is projected to run to Marquette on Lake Superior, 393 miles, with branch to Ontonagon, 60 miles—total 453 miles.

Receipts.

	Passengers.	Freight.	Mail & M's.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	10,911.23	10,240.57	1,430.16	[illegible]
Total	[illegible]	194,606.80	[illegible]	[illegible]

Movement of Passengers.

	Thro' West.	Way W't.	Total.	Th' East.	W. E't.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	24,334?	59,143	83,477?	13,394	40,381	53,775

As an extension of the Fond du Lac we notice the

The Milwaukee and Mississippi Railway.

John Catlin, Milwaukee, President.
William Tainter, do. Secretary.
C. H. Williams, do. Treasurer.
William Jervis, do. Superintendent.

This is another Milwaukee Railway. The trains of the Fond du Lac Road are attached to those on the Milwaukee and Mississippi Road at Janesville, and run directly through to Prairie du Chien on the Mississippi without change of cars. Through tickets by the Lake Shore Road are also sold over this line to all points on the Upper Mississippi. Its length is 192 miles.

Receipts.

	Passengers.	Freight.	Mail & Mis.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	$557,909.30?	[illegible]	[illegible]

Movement of Passengers.

	Through.	Way.
January	[illegible]	[illegible]
February	[illegible]	[illegible]
March	[illegible]	[illegible]
April	[illegible]	[illegible]
May	[illegible]	[illegible]
June	[illegible]	[illegible]
July	[illegible]	[illegible]
August	[illegible]	[illegible]
September	[illegible]	[illegible]
October	[illegible]	[illegible]
November	[illegible]	[illegible]
December	[illegible]	[illegible]
Total	24,829?	149,081?

The next Trunk line is the

GALENA AND CHICAGO UNION RAILROAD.

John B. Turner, President.
William H. Brown, Vice President.
W. M. Larabee, Secretary.
Henry Tucker, Treasurer.
Philip A. Hall, Superintendent.
Wm. J. McAlpine, Assistant President and Chief Engineer.

Length from Chicago to Freeport, 121 miles. With the Illinois Central it forms a direct line to the Mississippi at Dunleith.

Receipts.

	Passengers.	Freight.	Mail & Mis.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	$473,269.13?	[illegible]	[illegible]

Movement of Passengers.

	Thro' West.	Way W't.	Total.	Thr' E't.	W'y E't.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	31,239?	161,514?	[illegible]	20,177	171,890?	191,967?

The first branch line of the Galena is the

Fox River Valley Railway.

B. W. Raymond, President.

Now owned by a new Company formed of the bondholders and creditors. Runs from Elgin to Wisconsin State line, 34 miles. Figures for the last year's business have not been received.

As an extension, we notice the

Wisconsin Central Railway.

John B. Holmes, Jefferson, Wis., President.
Edward Barber, Whitewater, " Secretary.
P. H. Brady, " " Treasurer.
Frederic J. Starin, " " Superintendent and Chief Engineer.

Only eight miles from the State line to Geneva of this road is finished. Projected to run thence through the heart of Wisconsin to Stevens's Point. The part finished is run by the Fox River Valley Road.

The next Road running North is the

Beloit Branch of the Galena Railway.

The officers are the same as the Galena Road. It connects Belvidere, 78 miles West of Chicago, with Beloit, Wis. Length 20 miles.

As an extension, we notice the

Beloit and Madison Railroad.

Hon. L. J. Farwell, Madison, Wis., Pres't.
A. W. Ernst, Madison, Wis., Secretary.
W. M. Larabee, Chicago, Assistant Sec'y.

This Road is finished from Beloit to Footville, 17 miles, and will be 47 miles long when completed to Madison. It will be extended thence to Portage City, 38 miles, connecting there with the La Crosse Road.

The next in order is the

Mineral Point Railway.

Luther Beecher, Detroit, President.
Thomas S. Allen, Mineral Point, Secretary.
Francis Vivian, " Treasurer.
George W. Cobb, " Superin't.

This Road extends from Warren, on the Illinois Central, 145 miles West of Chicago to Mineral Point. Length 32 miles. It will be extended to the Wisconsin River, making it 56 miles long.

Receipts.

	Passengers.	Freight.	Mail. & Misc.	Total.
January	$773.30	$1,097.65	....	....
February	[illegible]	[illegible]	....	....
March	[illegible]	[illegible]	....	....
April	[illegible]	[illegible]	....	....
May	[illegible]	[illegible]	....	....
June	[illegible]	[illegible]	....	....
July	[illegible]	[illegible]	....	....
August	[illegible]	[illegible]	....	....
September	[illegible]	[illegible]	....	....
October	[illegible]	[illegible]	....	....
November	[illegible]	[illegible]	For the year—	
December	[illegible]	[illegible]	1,552.52	
Total	$14,015.78	$37,487.08	$1,552.52	$53,055.38

Movement of Passengers.

	North Thro'.	North Way.	North Total.	South Thro'.	South Way.	South Total.
Jan	146½	[illegible]	[illegible]	[illegible]	[illegible]	264½
Feb	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sept	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oct	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Nov	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dec	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	3,293	1,726	4,619	2,879½	1,452	4,331½

The next projected line is the

Prairie du Chien and La Crosse Railroad.

S. D. Hastings, La Crosse, Secretary.
J. M. Levy, " Treasurer.

Projected to run from Dunleith to La Crosse on the east bank of the Mississippi, 150 miles.

As an extension of the Galena and the Illinois Central, we notice the

Dubuque and Pacific Railway.

J. P. Farley, Dubuque, Iowa, President.
James M. McKinlay, " Secretary.
C. H. Booth, " Treasurer.
A. H. DeClercq, " Superintend't.
R. B. Provost, " Chief Eng'r.

Road completed 49 miles west of Dubuque. Trains run to Nottingham, 38 miles. Projected to run from Dubuque to Sioux City, 331 miles. Has a land grant of 1,257,000 acres.

Receipts.

	Passengers.	Freight.	Mail & Misc.	Total.
January	$2,464.84	$1,944.21	....	....
February	[illegible]	[illegible]	....	....
March	[illegible]	[illegible]	....	....
April	[illegible]	[illegible]	....	....
May	[illegible]	[illegible]	....	....
June	[illegible]	[illegible]	....	....
July	[illegible]	[illegible]	[illegible]	....
August	[illegible]	[illegible]	[illegible]	....
September	[illegible]	[illegible]	[illegible]	....
October	[illegible]	[illegible]	[illegible]	....
November	[illegible]	[illegible]	[illegible]	....
December	[illegible]	[illegible]	[illegible]	....
Total	[illegible]	[illegible]	1,320	[illegible]

The fourth main trunk road is

GALENA (FULTON) AIR LINE.

Officers the same as the main line. Runs from Chicago to Fulton, on the Mississippi, 136 miles.

As an extension of this road we have the

Chicago, Iowa and Nebraska Railway.

Chas. Walker, Chicago, President.
Geo. W. Bourne, Clinton, Iowa, Secretary.
Chas. A. [illegible], Boston, Mass., Treasurer.
M. [illegible], Clinton, Iowa, Supt. and Chief Eng.

The road is completed from Clinton, on the Mississippi nearly opposite Fulton, to Lisbon, 64 miles. Is to be done to Cedar Rapids, 81 miles, some time in May. Projected to run thence north to St. Paul Minnesota. Total length 233 miles. Connects at Cedar Rapids with steamboat navigation on Cedar River north some 60 miles. Will probably consolidate with the Iowa Central Air Line—which road has a land grant of a million of acres—and be extended west of Cedar Rapids to the Missouri. Total east and west line, about 350 miles.

Receipts.

	Passengers.	Freight.	Mail & M's.	Total.
January	$825.65	[illegible]	[illegible]	[illegible]
February	664.75	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	1,170 00	3 002.86	314.06	4,486.94
Total	[illegible]	[illegible]	[illegible]	[illegible]

Movement of Passengers.

	Total West.	Total East.
January	[illegible]	[illegible]
February	[illegible]	[illegible]
March	[illegible]	[illegible]
April	[illegible]	[illegible]
May	1415	1290
June	[illegible]	[illegible]
July	[illegible]	[illegible]
August	[illegible]	[illegible]
September	[illegible]	[illegible]
October	[illegible]	[illegible]
November	[illegible]	[illegible]
December	[illegible]	[illegible]
Total	11,259	10,985

Returning to Illinois, as a southern branch of the Galena Air Line, we notice the

Sterling and Rock Island Railroad.

Miles S. Henry, Sterling, President.
Nelson Mason, " Treasurer.
David Leavitt, " Chief Engineer.

This road projected to run from Sterling to Rock Island, 50 miles, is in a forward state of construction. We believe it is to be completed some time during the coming summer.

The fourth trunk line in our order is the

CHICAGO, BURLINGTON AND QUINCY R. R.

John Van Nortwick, Batavia, Ill., President.
Amos T. Hall, Secretary and Treasurer.
Chas. G. Hammond, Superintendent.

Connects Chicago with Burlington, Iowa, 210 miles. It crosses the Rock Island Road at Pond Creek, making it necessary for us to notice its branches before those of the Rock Island, though lying further south in Iowa and Missouri.

Receipts.

	Passengers.	Freight.	Mail & Mis.	Total.
January	$37,909.48	$63,165.90	[illegible]	$103,749.92
Feb	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
Sept	[illegible]	[illegible]	[illegible]	[illegible]
Oct	[illegible]	[illegible]	[illegible]	[illegible]
Nov	[illegible]	[illegible]	[illegible]	[illegible]
Dec	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	$1,600,709.64

Movement of Passengers.

	West Thro'.	West Way.	West Total.	East Thro'.	East Way.	East Total.
January	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Feb	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sept	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oct	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Nov	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dec	507	11,031	11,538	1,100	11,663	12,763
To'l	10,998	149,071	160,069	9,286	140,683	150,969

As an extension we notice the

Burlington and Mississippi R. R.

Edward L. Baker, Boston, Mass., President.
J. N. Dinsmore, Boston, Mass., Treasurer.
J. G. Read, Burlington, Iowa, Superintendent and Vice President.
H. Thielson, Burlington, Iowa, Chief Eng'r.

Road in operation to Agency City, 70 miles west of Burlington. Will be finished in a short time to Ottumwa, 75 miles west. Projected to run to the Missouri at the mouth of the Platte, 220 miles. Has a land grant from Congress to aid in its construction.

Receipts.

	Passengers.	Freight.	Mail & Mis.	Total.
January	$3,230.71	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]
Total	$46,377.58	$42,869.46	$1,975.06	$91,222.10

Movement of Passengers.

	West Thro'.	West Way.	West Total.	East Thro'.	East Way.	East Total.
Jan	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Feb	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mar	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Apr	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Aug	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sept	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oct	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Nov	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dec	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	6 504	16,772½	22,676½	6,591	14,882½	21,473½

As an Illinois branch of the Chicago, Burlington and Quincy we notice the

Quincy and Chicago Railroad.

N. Bushnell, Quincy, President.
C. G. Hammond, Superintendent.
John C. Cox, Quincy, Secretary and Treas.

This Road connects with the Burlington line at Galesburg, 168 miles from Chicago, and runs thence to Quincy, on the Mississippi, 100 miles. It is run in close connection with the Chicago, Burlington and Quincy Railroad.

As an extension, we notice the

Hannibal and St. Joseph Railway.

Joshua Gentry, Marion Co., Mo., President.
John L. Lathrop, Hannibal, Mo., Secretary and Treasurer.
Josiah Hunt, Hannibal, Mo., Superintendent and Engineer.

This important line has been completed during the present month of February, 1859. It runs from Hannibal, Mo., to St. Joseph, on the Missouri River, 207 miles. The Chicago, Burlington and Quincy Road connects with it by steamer from Quincy, 20 miles. By this line passengers from Chicago will be landed on the Missouri River in twenty-six hours from Chicago, some four or five hundred miles above St. Louis. This line will have a great influence in diverting the trade and travel of the valley of the Missouri, of Kansas and Nebraska, to Chicago. The statistics of its business for the past year have not been received.

Returning to Chicago, the fifth trunk line is the

CHICAGO AND ROCK ISLAND RAILWAY,

Henry Farnam, President.
Francis H. Jones, New York, Secretary.
E. W. Dunham, New York, Treasurer.
John F. Tracy, Superintendent.

This Road connects Chicago with Rock Island, where the only railway bridge yet thrown over the Mississippi connects it with the Mississippi and Missouri Road.

Receipts.

	Passengers.	Freight.	Mail & Mis.	Total.
January	[illegible]	[illegible]	[illegible]	73,045.66
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December*	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	$489,155.25?	[illegible]	$981,780.80?

Movement of Passengers.

	Thro' West.	W'y W't.	Total.	Th'r E't.	W'y E't.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
December*	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	20,355?	113,496?	133,823?	16,637?	107,431	124,068?

*Estimated.

As an extension, we have the

Mississippi and Missouri Railroad.

Hon. John A. Dix, New York, President.
H. Price, Davenport, Secretary.
F. H. True, New York, Treasurer.
John F. Tracy, Chicago, Superintendent.

The first division of this Road is to run from Davenport to Council Bluffs, 300 miles—55 miles, to Iowa City, are now completed. The work is progressing West of Iowa City. The Second Division runs from Muscatine to Oskaloosa, 100 miles, and is finished to Washington, 37 miles. The Third Division is finished from Muscatine to Wilton, the Junction with the main line, 13 miles—is to run to Cedar Rapids, 50 miles. This Road has a land grant of half a million of acres to aid in its construction.

Receipts.

	Passengers.	Freight.	Mail.	Total.
January	[illegible]	[illegible]	....	[illegible]
February	[illegible]	[illegible]	....	[illegible]
March	[illegible]	[illegible]	....	[illegible]
April	[illegible]	[illegible]	....	[illegible]
May	[illegible]	[illegible]	....	[illegible]
June	[illegible]	[illegible]	....	[illegible]
July	[illegible]	[illegible]	....	[illegible]
August	[illegible]	[illegible]	....	[illegible]
September	[illegible]	[illegible]	....	[illegible]
October	[illegible]	[illegible]	....	[illegible]
November	[illegible]	[illegible]	....	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]

Movement of Passengers.

	Thro' West.	W'y W't.	Total.	Th'r East.	W'y E't.	Total.
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

As a branch of the Chicago and Rock Island we notice the

Peoria and Bureau Valley Railroad.

Hon. N. B. Judd, President.
J. F. Tracy, Superintendent.
W. Cockle, Peoria, Secretary.
Charles W. Durant, New York, Treasurer.

This road is leased to the Rock Island Railway Company at an annual rental of $125,000. It extends from Bureau, 144 miles from Chicago, to Peoria, 47 miles.

As an extension, we have the

Peoria and Hannibal Railway.

Isaac Underhill, Peoria, President.
A. M. Johnson, Vermont, Ill., Secretary.
N. Beedles, Lewiston, Ill., Treasurer.
W. G. Wheaton, Peoria, Ill., Superintendent and Chief Engineer.

This road is projected to run from Peoria to Hannibal, 139 miles, to connect there with the Hannibal and St. Joseph Railway. It is graded through Peoria county, and the work is progressing along most of the line. No debts are allowed to accumulate. The work is being done by local subscribers. These are sufficient to grade and furnish ties for the road. Prospects good.

We notice here the

Peoria and Oquawka Railroad.

N. B. Curtiss, Peoria, President.
P. B. Roberts and W. H. Cruger, Peoria, Superintendent.
Henry Nolte, Peoria, Secretary and Treas.
O. Chaunt, Resident Engineer.

The above were the officers last year. We have no report from this road. From Galesburgh to Burlington it is included in the Chicago, Burlington and Quincy Railroad. The distance from Galesburgh to Gilman, on the Chicago branch of the Illinois Central Railway, is 143 miles. The road connects with the Peoria and Bureau Valley, Chicago, Alton and St. Louis, and the Branch of the Illinois Central Railway for this city.

As an extension of the Bureau Valley we notice the

Illinois River Railway.

R. S. Thomas, Virginia, President.
B. S. Prettyman, Pekin, Vice President.
M. H. L. Schooley, Virginia, Secretary.
Francis Low, Havana, Treasurer.
J. B. Cummings, Pekin, Chief Engineer.

This roads extends from Peoria to Jacksonville, 83 miles. It connects at Jacksonville with the Jacksonville, Alton and St. Louis Railroad—thus to form, in connection with the Chicago and Rock Island, and the Bureau Valley Railroads, a through line from Chicago to St. Louis.

All the iron, chairs, spikes, switches, &c., are purchased and will be delivered early in the spring, and a running arrangement made with the Chicago and Rock Island Railroad, provides all the motive power, cars, &c., for the operation of the road.

Work progressed steadily during the past year; 54 miles of road bed ready for track between the Junction with the Peoria and Hannibal Railroad, 7½ miles south of Peoria, and Virginia in Cass county, 60 miles. The work in Tazewell, Mason and Cass counties is progressing rapidly and the grading will probably be completed to Virginia by July 1st, 1859. The materials for the Illinois River Bridge are nearly all delivered, and it is expected to have the track laid from Peoria to Pekin by July 1st, 1859. The whole line from Peoria to Jacksonville is to be in operation by January 1st, 1860.

The next trunk line leading from this city is the

CHICAGO, ALTON AND ST. LOUIS RAILROAD.

Hon. Joel A. Matteson, Springfield, Pres't.
James K. Alexander, Bloomington, Sec'y.
R. Eaton Goodell, Joliet, Treasurer.
Asa H. Moore, Bloomington, Superintendent.

This road connects Chicago with Alton and St. Louis, 284 miles. It is, therefore, one of our most important lines. We have no report showing the movement of passengers.

Earnings.

	Passengers.	Freight.	Mail & Mis.	Total.
January	[illegible]	$22,071.74	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	14,531.64	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	370.00	[illegible]
Total	$437,801.26?	$494,784.94?	$31,753.23?	[illegible]

* The next great trunk line is the

ILLINOIS CENTRAL RAILWAY.

W. H. Osborn, New York, President.
W. K. Ackerman, " Secretary.
J. N. Perkins, " Treasurer.
G. B. McClellan, Chicago, Vice President, Superintendent and Chief Engineer.

The road extends from Chicago to Cairo at the mouth of the Ohio, and from Centralia, 112 miles North of Cairo, to Dunleith, on the Upper Mississippi. Total length, 704 miles.

Receipts.

	Passengers.	Freight.	Mail & Mis.	Total.
January	[illegible]	[illegible]	[illegible]	....
February	[illegible]	[illegible]	[illegible]	....
March	[illegible]	[illegible]	[illegible]	....
April	[illegible]	[illegible]	[illegible]	....
May	[illegible]	[illegible]	[illegible]	....
June	[illegible]	[illegible]	[illegible]	....
July	[illegible]	[illegible]	[illegible]	....
August	[illegible]	[illegible]	[illegible]	....
September	[illegible]	[illegible]	[illegible]	....
October	[illegible]	[illegible]	[illegible]	....
November	[illegible]	[illegible]	[illegible]	....
December	[illegible]	[illegible]	[illegible]	....
Total	$819,829.37?	975,944.87	$180,804.38?	$1,976,578.52?

Movement of Passengers.

	North.	South.	Through.	Way.	Total No.
January	....	....	....	....	[illegible]
February	....	....	....	....	[illegible]
March	....	....	....	....	[illegible]
April	....	....	....	....	[illegible]
May	....	....	....	....	[illegible]
June	....	....	....	....	[illegible]
July	....	....	....	....	[illegible]
August	....	....	....	....	[illegible]
September	....	....	....	....	[illegible]
October	....	....	....	....	[illegible]
November	....	....	....	....	[illegible]
December	....	....	....	....	43,076?
Total	287,261?	281,407?	101,341	467,339?	568,679?

Land Department Illinois Central Railroad Co.

J. W. Foster, Commissioner.
A. E. Burnside, Cashier.
P. Daggy, Secretary.
J. B. Austin, Registrar.

The transactions of this department up to the 1st of January, 1859, were as follows:

	Whole grant. Acres.	Sold. Acres.	On hand. Acres.
Construction Lands	2,000,000	871,448.75	1,128,551.75?
Free Lands	345,000	195,815.56	149,186.44
Interest Lands	250,000	162,573.50	87,426.50
Total	2,595,000	1,229,835.33?	1,365,164.67

The sales in 1858 were—

28,901.35 acres for cash and notes	$507,157.75
Add Town Lot sales	18,550.80
Total	$525,708.55
Add previous sales	$15,311,440.40
Aggregate of all sales to date	$15,837,148.95

BONDS.

Of the Construction Bonds, there have been finally cancelled	$927,000.00
Of the Free Land Bonds, there have been finally cancelled	123,000.00
Making in all	$1,050,000.00

These lands, given by Congress to aid in the construction of this road, it should be remembered, are among the finest in the Mississippi valley. More than one half of them, worth from twelve to fifteen millions dollars, still remain unsold. The long time and easy payments offered by the Company should make them specially attractive to settlers.

The first in order of the three great eastern trunk lines is the

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.

J. Edgar Thomson, Philadelphia, President and Chief Engineer.
T. Haskins DuPuy, Pittsburgh, Act'g Pres't.
J. K. Edgerton, Ft. Wayne, Ind., Vice "
A. Bradley, Pittsburgh, Pa., Secretary.
T. D. Messler, " Auditor.
J. F. Henderson, " Treasurer.
Jno. J. Houston, " Gen'l F. & P. Agt.
Jno. B. Anderson, " Gen'l Supt.
Jos. H. Moore, Crestline, Ohio, Supt. E. D.
J. N. Du Barry, Ft. Wayne, Ind., Supt. W. D.
D. W. Boss, Chicago, General Agent.

This road was completed to this city Dec. 25th, 1858. It connects at Pittsburgh by the Pennsylvania Central and other roads with all the cities on the Atlantic seaboard. Length 467 miles.

Earnings.

	Passengers.	Freight.	Mails, Rents, &c.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
Sept	[illegible]	[illegible]	[illegible]	[illegible]
Oct	[illegible]	[illegible]	[illegible]	[illegible]
Nov	[illegible]	[illegible]	[illegible]	[illegible]
Dec. est.	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	$1,557,780.18?

Movement of Passengers.

	West Thro'.	West Local.	West Total.	East Thro'.	East Local.	East Total.
Jan	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Feb	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sept	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oct	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Nov	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dec est	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
To'l	50,404	173,065	224,609?	42,542?	173,335?	215,827?

Next we notice the second great eastern line the

MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R.

Geo. Bliss, Springfield, Mass., President.
Wm. Walcott, New York, Secretary. pro tem.
Wm. Walcott, New York, Treasurer.
Jno. D. Campbell, Toledo, Ohio, Supt.

Connects Chicago by Cleveland and Toledo and other eastern roads, directly with all the seaboard cities. Length 242 miles.

Receipts.

	Passengers.	Freight.	Mail & Mis.	Total.
January	[illegible]	[illegible]	[illegible]	[illegible]
February	[illegible]	[illegible]	[illegible]	[illegible]
March	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]
August	[illegible]	[illegible]	[illegible]	[illegible]
September	[illegible]	[illegible]	[illegible]	[illegible]
October	[illegible]	[illegible]	[illegible]	[illegible]
November	[illegible]	[illegible]	[illegible]	[illegible]
December	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]

Movement of Passengers.

	West Thro'.	West Way.	West Total.	East Thro'.	East Way.	East Total.
January	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14,075
February	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9,948
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
July	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	17,515½
August	[illegible]	[illegible]	[illegible]	[illegible]	14,610½	[illegible]
Septem'r	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	20,207½
October	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	19,177
Novem'r	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Decem'r	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14,996½
Total	50,763½	159,962	210,725½?	28,309	158,104½	189,303½?

The latter table shows that the number of through passengers is greater West than East, in all the months of the year, except November and December.

As a branch of the Michigan Southern and Northern Indiana, we notice the

Lastly, we notice in our order the third great Eastern line the

MICHIGAN CENTRAL RAILWAY.

John W. Brooks, Boston, President.
W. B. Fowle, Jr., " Secretary.
Isaac Livermore, " Treasurer.
R. N. Rice, Detroit, Superintendent.
John M. Berrien, Detroit, Chief Engineer.

Connects Chicago with Detroit, 282 miles. Thence by the Canada Great Western, the Grand Trunk, the New-York Central and other roads, with all the Atlantic cities.

Receipts.

	Passengers.	Freight.	Mail & Mis.	Total.
January	[illegible]	[illegible]	[illegible]	122,379.95
February	[illegible]	[illegible]	[illegible]	107,502.40
March	[illegible]	[illegible]	[illegible]	165,936.13
April	[illegible]	[illegible]	[illegible]	213,010.37
May	[illegible]	[illegible]	[illegible]	185,727.01
June	[illegible]	[illegible]	[illegible]	170,847.18
July	[illegible]	[illegible]	[illegible]	149,872.45
August	[illegible]	[illegible]	[illegible]	176,080.82
September	[illegible]	[illegible]	[illegible]	224,874.39
October	[illegible]	[illegible]	[illegible]	209,868.08
November	[illegible]	[illegible]	[illegible]	156,298.00
December	[illegible]	[illegible]	[illegible]	130,108.71
Total	$1,018,062.24	$921,752.95	$71,370.63	$2,016,185.85

Movement of Passengers.

	West Through.	West Way.	West Total.	East Thro.	East Way.	East Total.
January	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10,649½
F'b'ry	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8,008
March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12,899
April	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11,317½
May	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13 310
June	[illegible]	[illegible]	[illegible]	[illegible]	10,840½	15,548
July	[illegible]	[illegible]	[illegible]	[illegible]	14 072	18 297½
August	[illegible]	[illegible]	[illegible]	[illegible]	11 826	16 669
Septem'r	[illegible]	[illegible]	[illegible]	[illegible]	12,365½	16 309½
October	[illegible]	[illegible]	[illegible]	[illegible]	15,030	19,594½
Novem'r	[illegible]	[illegible]	[illegible]	[illegible]	11,515½	15,246
Decem'r	[illegible]	[illegible]	[illegible]	[illegible]	9 958½	12,771½
Total	58,810	135,005	193,815	42,475	130,629	174 104

As a branch of the Michigan Central, we notice the

New Albany and Salem Railroad.

James Brooks, New Albany, Ia, President.
Geo. Lyman, " Secretary.

We have no returns from this road for the last year. Connects Michigan City with New Albany, Indiana, on the Ohio River, 284 miles. Trains connect with the Michigan Central by this line directly through to Cincinnati.

Though not exactly embraced in the design of this article, we add the following brief summary of the

Other Railways in Illinois.

The first East and West line South of the city is the Joliet and Laporte Railroad. Its name indicates its location. Its length in this State is about thirty miles. The Michigan Central have a lease of and operate the road. The Peoria and Oquawka road is already noticed. The next road South is the Great Western. It runs from Naples, on the Illinois River, through Jacksonville, Springfield, Decatur and Danville to the Indiana State line, there connecting with a road direct to Toledo. It is proving of great advantage to the rich and rapidly improving part of the State through which it runs. Length in Illinois, 200 miles. The next road is the Alton and Terre Haute. The name indicates its location, and its entire line is completed and in operation. Length in Illinois, 173 miles. The next road is the Belleville and Illinoistown, 14 miles. Next we have the Ohio and Mississippi, running across the State nearly due East from St. Louis. Its eastern terminus is Cincinnati. Length in Illinois, 147 miles.

Doubtless several other roads should receive attention, but our article is already longer than we intended.

The following list embraces the roads completed, in process of construction, or projected, with their different branch and extension lines, centering in Chicago. Where roads extend beyond Illinois, they are in most cases traced only through a single State beyond our own. The trunk lines are set on the left of the column; the branch and extension lines are indented:

	Miles.
Chicago and Milwaukee	85
Kenosha and Rockford	80
Racine & Mississippi	150
La Crosse & Milwaukee, to St. Paul, about	375
Hudson and Superior	150
Branch to Byfield	80
Chicago, St. Paul and Fond du Lac—Chicago to Marquette and Ontonagon, on Lake Superior	453
Milwaukee and Mississippi	192
Galena and Chicago Union	121
Fox River Valley	34
Wisconsin Central	150
Beloit Branch	20
Beloit and Madison	85
Mineral Point	56
Prairie du Chien and La Crosse	150
Dubuque and Pacific	331
Galena (Fulton) Air Line	136
Chicago, Iowa and Nebraska to St. Paul	233
Line with the Iowa Central to the Missouri	350
Sterling and Rock Island	50
Chicago Burlington and Quincy	210
Burlington and Missouri	220
Quincy and Chicago	100
Hannibal and St. Joseph	207
Chicago & Rock Island	182
Mississippi and Missouri, 1st Division	300
" " 2d "	100
" " 3d "	50
Peoria and Bureau Valley	47
Peoria and Hannibal	139
Peoria and Oquawka	143
Illinois River	83
Chicago, Alton and St. Louis	284
Illinois Central	704
Pittsburg, Fort Wayne and Chicago	467
Michigan Southern and Northern Indiana	242
Monroe Branch	30
Cincinnati, Peru and Chicago	70
Michigan Central	282
New Albany and Salem	284
Total—11 trunk and 29 branch and extension lines	7415

It will be seen that each year this list is somewhat changed. The names of some roads are changed, a few are omitted and some are added. Our object is to make our statements perfectly accurate at the time they are written. As to the projected lines, those only are given which have at least a fair prospect of success.

The following list embraces the trunk roads actually completed and in operation, with their branch and extension lines, centering in Chicago:

	Miles.
Chicago and Milwaukee	85
Kenosha and Rockford	11
Racine and Mississippi	86
LaCrosse and Milwaukee	200
Chicago, St. Paul and Fond du Lac	138
Milwaukee and Mississippi	192
Galena and Chicago Union	121
Fox River Valley	34
Wisconsin Central	8
Beloit Branch	20
Beloit and Madison	17
Mineral Point	32
Dubuque and Pacific	49
Galena (Fulton) Air Line	136
Chicago, Iowa and Nebraska	64
Chicago, Burlington and Quincy	210
Burlington and Missouri	70
Quincy and Chicago	100
Hannibal and St. Joseph	207
Chicago and Rock Island	182
Mississippi and Missouri, 1st Division	55
" " 2d "	37
" " 3d "	13
Peoria and Bureau Valley	47
Peoria and Oquawka	143
Chicago, Alton & St. Louis	284
Illinois Central	704
Pittsburg, Fort Wayne and Chicago	467
Michigan Southern and Northern Indiana	242
Monroe Branch	35
Cincinnati, Peru and Chicago	70
Michigan Central	282
New Albany and Salem	284
11 trunk and 20 branch and extension lines	4569

The latter table shows an addition, in spite of "the hard times" during the past year, of 516 miles of railway to those previously completed that have Chicago for their business centre. The Hannibal and St. Joseph road, and those in Iowa and Wisconsin, constitute in the main the additions that have been made. The total number to miles of railway in the State of Illinois now completed and in operation does not vary much from TWO THOUSAND SEVEN HUNDRED AND SEVENTY-FIVE MILES. In 1850 there were but 95 miles of railway completed in the entire State. Such a result is equally gratifying and suggestive to all who study the progress of Western development. The number of trains that arrive in depart from the city daily is about one hundred and ten.

The falling off in the earnings of the railways centering in this city, has probably realized the expectations of the most inveterate croaker. They furnish a very reliable index to the great depression which business of all kinds has suffered during the past year. Some of friends, when we commenced collecting the above statistics, predicted that, owing to the large per centage of decrease, some of our roads would decline to furnish their figures. The public will be glad to see that those fears were unfounded, and that the managers of our railways acted upon the principle that it is wise "to know the worst and to provide for it." Retrenchment in expenses is the remedy that in most cases has been applied to the falling off in receipts. Those who have preserved our statistics for the past few years can very easily determine the decrease for each month for any particular road, and the department of traffic to which such decrease in revenue has occurred.

The following table shows the earnings of all the railways centering in Chicago, for the year 1858.

TOTAL EARNINGS.

	Passengers.	Freight.	Mail & Mis.	Total.
C. & Mil.	[illegible]	[illegible]	[illegible]	[illegible]
Rac. & Miss.	[illegible]	[illegible]	[illegible]	[illegible]
Mil. & La C.	[illegible]	[illegible]	[illegible]	[illegible]
C. St. P. & F. L.	[illegible]	[illegible]	[illegible]	[illegible]
Mil. & Miss.	[illegible]	[illegible]	[illegible]	[illegible]
Gal. & C. Un.	[illegible]	[illegible]	[illegible]	1,547,561.23
Min. Point	[illegible]	[illegible]	[illegible]	[illegible]
Dub. & Pac.	[illegible]	[illegible]	[illegible]	[illegible]
C. B. & Q.	[illegible]	[illegible]	[illegible]	[illegible]
B. & Miss.	[illegible]	[illegible]	[illegible]	[illegible]
Ch. & R. I.	[illegible]	[illegible]	[illegible]	[illegible]
Miss. & Mo.	[illegible]	[illegible]	[illegible]	[illegible]
C. A. & St. L.	[illegible]	[illegible]	[illegible]	[illegible]
Ill. Cen.	[illegible]	[illegible]	[illegible]	[illegible]
P. Ft. W. & C.	[illegible]	[illegible]	[illegible]	[illegible]
M. S. & N. I.	[illegible]	[illegible]	[illegible]	[illegible]
Mich. Cent.	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	$15,197,155.74

The total is much below the aggregate earnings of the previous year; but when it is remembered that, seven years ago, Chicago had but forty miles of railway, the earnings of which could not have been over $40,000, the above result ought to be sufficiently satisfactory. In order to show the precise effect of the stagnation in trade upon the traffic of our railways, we append the following table, showing the earnings of the ten trunk roads leading into the city, for the last three years:

Earnings.

	1856.	1857.	1858.
C. & M.	[illegible]	[illegible]	$204,186.15
C. St. P. & F.	[illegible]	[illegible]	390,319.08
G. & C. U.	2,406,04[illegible].80	2,117,904.97	1,547,561.23
C. B. & Q.	1,627,029.61	1,9[illegible]9,586.49	1,600,709.64
C. & R. I.	1,751,704.60	1,681,161.37	981,780.00
C. A. & St. L.	1,000,000 00	906,209.48	957,338.53
Ill. C.	2,460,573.87	2,393,944.57	1,976,578.52
P. Ft. W. & C.	1,472,428.78	1,658,737.95	1,557,780.18
M. S. & N. I.	3,114,756.06	3,186,194.97	2,039,346.97
Mich. Cen.	3,128,154.10	2,606,471.36	2,016,185.85
Total	$17,813,956.27	$16,428,228.66	$15,191,735.74

The table shows a falling off in receipts in these ten lines of $1,384,727.61 in 1857 from those of 1856, and $3,236,491.92 in 1858 from those of 1857. The total decrease between the years 1856 and 1858 is $4,621,219.53. These figures show a per centage of decrease, which explains in some measure the cause the low price of railway stocks; but in every well managed road the expenses have in most cases been reduced in a corresponding ratio, so that the actual value of Western railway stocks should not be estimated by the falling off in their receipts during the past year. With fair crops and ordinary prosperity, we expect to record a very considerable increase in the traffic of our railways at the close of the year 1859.

Movement of Passengers.

Our tables showing the movement of passengers, indicating that the tide of emigration is steadily westward, though for the past year it has been checked largely by the general stagnation of all kinds of business. It has been impossible for those in the eastern States who wished to seek new homes West of Lake Michigan to dispose of their property, and hence they have been obliged to remain till 'better times' should make a market for their property. The following table shows the passenger movement on the three great eastern lines leading into this city.

	West Thro.	West Way.	West Total.	East Thro.	East Way.	East Total
P. Ft. W. & C.	50 404	173 065	224,609?	42,542?	173 335?	215,827?
M. S. & N. I.	50,763	159 962	210,725	28,309	158,104	191 303?
Mich. Central	58,810	135,005	193,815	42,475	130,629	174,104
Total	159,977	468,032?	628,009?	117,416?	462,829?	580,344?

The table shows that among the through passengers of these three roads, 42,516 came to this city more than returned by them, and the total excess of the western over the eastern movement amounts to 48,365. It is to be regretted that the Chicago and Milwaukee, and the Chicago, Alton and St. Louis roads, did not furnish their figures for passengers in the form to enable us to use them in showing the passenger traffic West of the city. The figures for four of the lines are as follows:

	West Through.	West Way.	West Total.	East Thro.	East Way.	East Total.
C. St. P. & F.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Gal. & Ch. Un.	31,239?	[illegible]	[illegible]	20,177	[illegible]	191,967?
Ch. B. & Qu.	10,998?	149,071	160,069	9,286	140,683	149,969?
Ch. & Rock I.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	76,908	482,226?	559,134	64,484	469,295?	533,779?

From these figures it appears that these four roads took West from this city, 12,424 through passengers more than they returned. A comparison of the total movement of through passengers for the past three years gives the following

Results.

	1856 West.	1856 East.	1857 West.	1857 East.	1858 West.	1858 East.
M. S. & N. I.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mich. Cent.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	335,334?	128,974?	314,965?	119,367?	169,077?	76,874?

Movement of Passengers on four Roads running west from Chicago.

	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C St P & F L	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
G. & C. U.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C. B. & Q.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C. & R. I.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	150,238?	101,012?	149,179?	113,826?	76,908	64,484

These tables reveal a steady and large decrease in the passenger traffic for the past three years. Yet the total number who came to this city last year on the three great Eastern lines, above those who returned, was 42,516; while the number who went west more than returned from the city, by four lines, was 12,424. The latter number, however, would form a pretty respectable city. There can now be no doubt that within the next few months there will be a large emigration to the new gold fields at the head waters of the Platte, and we shall be much surprised if the statistics of the passenger traffic for the present year do not approach, if indeed they do not equal, those of 1856.

As this is the last of our series of statistical articles for the past year, we present our usual

GENERAL SUMMARY
OF THE
BUSINESS OF CHICAGO;
FOR THE YEAR 1858.

Total number of miles of Railway centering in Chicago now completed. (Feb. 20, 1852, there were but 40 miles.)	4,569
Total number to be completed in from five to ten years	7,415
Total number of miles of Railway in the State of Illinois	2,775
Total earnings of all the Railways centering in Chicago for the year 1858	$15,197,155 74
Number of trains arriving and departing daily, about	110
Total number of passengers carried west by four of the principal Railways	76,908
Number of passengers carried west more than were returned east	15,735
Total number moved west on the three eastern lines more than were returned east	48 365
Population of Chicago in 1852	38,733
Present Population of Chicago, estimated at no increase last year	130,000
Total receipts of grain in Chicago for the year 1858 (flour being reduced to wheat)—bushels	24,382,685
Total shipments of Grain—(flour being reduced to wheat)—bushels	20,035,166
Total receipts of Wheat—(flour being reduced to wheat)—for the past year	13,2[illegible]5,978
Total shipments	10 909,243
Total receipts of Corn	8,20[illegible],022
Total shipments of corn	7,493,212
No. Cattle packed in 1858	45,504
Average weight of cattle packed, lbs	530
No. barrels of Beef packed	96,[illegible]0
Value of beef packed, about	$1,277,386
Total receipts of live and dressed Hogs for the season of 1856-7	314,228
Total receipts of Salt for 1858, bbls	222,963
Total shipments of Salt for 1858, bbls	191,279
Total receipts of Lumber for the year, feet	273,020,506
Estimated value of Grain, Live Stock, Beef, Pork, Provisions, Grass Seeds, &c., exported for the year—vide p. 36	$19,928,495 33
Number of Vessels arriving in the Port of Chicago for the past year	6,754
Tonnage of same	1,631,969
Total amount invested in Buildings and Public Improvements for 1858	$2,942,982

The task which we have imposed upon ourselves, and which the patrons of this journal have learned to expect as a matter of course, is again completed. For several years we have laid the statistics of the commerce of Chicago annually before our readers. The whole series of articles contain a mass of information which no other city ever possessed, and which will become the more valuable as time rolls onward. Heretofore it has been our pleasant duty to notice and to record the progress and the development of the city and the North-West; the past year has furnished only a chapter of struggles to maintain what had before been reached. But no people can bear uninterrupted success for a long series of years; and adversity has its influence for good as well as the most cheering prosperity.

Profiting by the experience of the past, the West has no just cause for repining or discouragement. Our lakes and rivers are as large, and afford as many facilities for commerce, as they did before the revulsion; our prairies are as fertile and inviting, and the fact still remains in all its significance, that there is territory enough between Lake Michigan and the Rocky Mountains to form fourteen States as large as Ohio, and vastly richer and more productive. Hundreds of thousands of people—aye, millions—who have determined to carve out for themselves fame and fortune in this "goodly land," have been forced to delay their coming; but before many months, or years at most, have rolled away, the unbending energy of the Anglo-Saxon race must win back prosperity, and with its return, the stream of Western immigration will flow on and become deeper and broader, till the Mississippi Valley, at or near the meridean of Chicago, shall become the centre of wealth, of intelligence, of population, and of power, for the entire American Union. For this, the readers of the PRESS AND TRIBUNE can well afford to wait and to hope. The child is already born who will see this re[illegible]ully realized.

Miscellaneous.

GREAT WESTERN
LEATHER AND HIDE STORE,
BLACKBURN BROS.,
201 and 203 South Water Street,
CHICAGO, ILL.

WE HAVE JUST RECEIVED IN BOND through the CHICAGO CUSTOM HOUSE, our first invoice for the year, of
FRENCH KIP and CALF SKINS,
AND BOOT FRONTS CRIMPED,
For the Spring Trade,
DIRECT FROM THE PARIS MANUFACTURERS.
Boot Makers and Leather Dealers will find the Stock to be very Superior and Prices Low. We have in Stock and coming forward a large assortment of
SOLE LEATHER OF THE BEST TANNAGES.
OAK and HEMLOCK UPPER KIP and CALF,
LININGS, LASTS and FINDINGS,
Which will be sold at the *lowest market prices* by
BLACKBURN BROS.,
At their LEATHER AND HIDE STORE, 201 & 203 South Water street, (east of Wells street bridge,) Chicago.
N. B.—The highest market price paid in Cash for Hides. ja24

LEATHER! LEATHER!!—
FIRST CLASS CALF AND KIP SKINS
just received
DIRECT FROM FRANCE!
—BY—
JAMES KELLY & CO.,
243..........LAKE-ST..........243
Chicago, Ill.
Who keep constantly on hand the largest stock of
Leather and Findings
To be found in the West. Also, a large stock of superior LEATHER and INDIA RUBBER BELTING.
All of the above will be sold very low for cash or approved paper. JAMES KELLY & CO.
oc16 ly-b197 243 Lake street, near the Bridge.

THE
ATLANTIC MONTHLY
—FOR—
MARCH, 1859,
NOW READY.
CONTENTS.
Holbein and the Dance of Death.
Lizzie Griswold's Thanksgiving.
Achmed and his Mare.
Charles Lamb and Sidney Smith.
Bulls and Bears.
The Waterfall.
The Winter Birds.
"The New Life" of Dante.
The Double Headed Snake of Newbury.
Pipes for the P[illegible].
The Professor at the Breakfast Table.
The Utah Expedition.
The Minister's Wooing.
Reviews—Sawyer's New Testament.
Recent American Publications.

THE MINISTER'S WOOING,
By Harriet Beecher Stowe.
This serial, begun in the December number of the ATLANTIC, has been received with universal favor, and bids fair to become the greatest work of the gifted novelist. The field is new: for the New England of the last century is far away from the New England of to-day: and the pages of the story already published show how completely the author has entered into the quaint and simple life of that almost forgotten period. Her portraitures of character are full of spirit,—equally remarkable in their firm outlines and in the minute touches which none but the hand of genius can give. THE MINISTER'S WOOING will be continued through the year.
TERMS:—Three Dollars per annum, or twenty-five cents a number. Upon the receipt of the subscription price the Publishers will mail the work to any part of the United States pre-paid. Subscriptions may begin with either the first or any subsequent number.
The postage of the Atlantic is 36 cents a year pre-paid.
The pages of the Atlantic are stereotyped, and back numbers can be supplied.
CLUBS:—For Ten Dollars the Publishers will send five copies of the Atlantic for one year, the subscribers to pay their own postage.
Clergymen, Teachers and Postmasters will receive the work for Two Dollars a year.
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fe23 c283 2t 13 Winter street, Boston.

PIKE'S PEAK.—EVERY ONE GOING TO the gold mines should supply himself with a pair of
GOLD-DUST POCKET SCALES.
We have a large number—a variety of sizes, and they are just suited and ready for the miners' use. On the receipt of two dollars we will forward by mail or express, free of charge, a good pair. Those purchasing by the dozen a liberal discount will be made.
We have Gunter's and Pocket Compasses which also should be in every miner's outfit. Call and examine.
BARCLAY BROS.
fe21-1wd-w2w 69 South Water st.

PITTSBURGH, FT. WAYNE & CHICAGO RAILROAD CO.
NOTICE TO SHIPPERS!
IMPORTANT CHANGE!
On and after
Monday, February 21, 1859,
Freight destined for and received from New York, Boston, Philadelphia, Baltimore, Pittsburgh, Cincinnati, Cleveland, Buffalo, and local points on the Pittsburgh Ft. Wayne & Chicago Railroad will be received and delivered at the Company's
NEW DEPOT ON CHARLES STREET,
West Side, near Van Buren street Bridge.
J. W. MUSSON, Freight Ag't.
Chicago, Feb. 18, 1859. fe21-c374 1w

REMOVAL.
BUEL, HILL, GRANGER & CO.,
Wholesale Dealers in
BOOTS AND SHOES.
Have taken their Stock to
33..........Lake Street..........33
Corner of Wabash Avenue.
We are now receiving our Spring Stock, and with increased facilities for doing business, we shall always have our stock complete—and keep first-class work, and sell low to cash and prompt paying trade.
fe19 c361 3m BUEL, HILL, GRANGER & CO.

MEYER'S
Miraculous Vermin Destroyer,
For the Destruction of
Rats, Mice, Moles, Bugs, Mosquitoes, Roaches, Fleas, Moths, Garden Insects, Ants, &c.
THE CHEMICAL PREPARATIONS known under the above title for the last 22 years throughout Europe, where they have met with a triumphant success, have acquired to their Inventor and Manufacturer a world-wide celebrity, attested by the Emperors of France, Austria, the Queen of England, the Kings of Belgium, Holland, Naples, Bavaria, Saxony, &c., and by America their efficiency has been endorsed by the Directors of Public Institutions and the approval of numerous private citizens, that they are the only remedies in the world sure to exterminate all kinds of vermin.
Meyer's miraculous Preparations destroy the unwelcome intruders without secrecy, and never fail. His art has brought death to millions of them in the world, [illegible] "No more vermin."
Depot of the inventor and proprietor,
JOSEPH MEYER, Practical Chemist
612 Broadway, New York.
General Agent for the United States and Canadas, FREDERICK V. RUSHTON Druggist, 417 Broadway, N. Y.
Sold by BOOKER, PHILLIPS & CO., and O. F. FULLER & CO. de30 b85 6m

Coal or Carbon Oil Lamps, &c., &c.
THE CITY MANUFACTURING COMPANY of Waterbury, Conn., have taken the stock of Lamps &c., owned by the late firm of WARREN & CO., No. 60 Lake street, Chicago, Ill., and offer GREAT INDUCEMENTS TO THE TRADE.
Prices Reduced to Suit the Times.
The Stock consists of Coal or Carbon Oil and Fluid Lamps and Lanterns—a very extensive variety—Chandeliers, Hanging Lights, Side, Back Lights, Girandoles, Wicks, Scissors, Paper Shades, Lamps for Ladies' Tables, Circular Mirrors, Sherman's Pocket Levels, &c., at manufacturer's prices.
Also, Cheap for Cash
Three Oil Cans holding 30 Gal's—New,
And a lot of Smaller Tin Cans, holding from ½ gallon to 10 gallons.
fe16-1m-c289 J. E. JOHNSON, Manager.

Flour! Flour!!
WE HAVE CONSTANTLY IN STORE from our own Mills and upon Consignment, Flour of all grades particularly choice grades of White Winter Wheat Flour from Wisconsin and Southern Illinois.
City dealers and consumers can be suited as to quality and price, and orders from the country promptly filled by us. Office and Store, 276 South Water street.
ja29 c134 HAWKINS & CHAPMAN.

BAGS! BAGS!! BAGS!!!
FARWELL'S
STEAM BAG MANUFACTORY,
42, 44 & 46 Wabash avenue, Chicago.
BAGS AND SACKS of every description furnished on short notice, and printed with NEW AND BEAUTIFUL BRANDS.
SIMEON FARWELL.
au8-d&wly-4771.

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General Patent Office Depot,
NO. 100 LAKE STREET, CHICAGO, ILL.
THE SUBSCRIBERS BEG LEAVE TO inform the public generally, that they have opened their office at the above place for the transaction of a GENERAL PATENT AGENCY BUSINESS.
It is their aim to keep on hand, at all times, for exhibition and sale, as large a variety as possible of patented articles of the latest and most useful inventions; [illegible]
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REFERENCES. [illegible]

FIRST GREAT COST SALE OF
CLOCKS WATCHES JEWELRY.
Diamonds, Silver and Plated Ware,
FANCY GOODS, &c.
JAMES H. HOES,
117..........LAKE STREET..........117
Will commence from this date to Sell at COST for Thirty Days, his large and extensive stock of the above named goods comprising everything contained in a FIRST CLASS JEWELRY STORE, FOR CASH ONLY.
[illegible]
Remember the place, No. 117 Lake street, Chicago, Ill.
JAMES H. HOES.

Transportation to Pike's Peak.
THE UNDERSIGNED IS PREPARED TO make contracts for
FREIGHTING PROVISIONS AND MERCHANDISE of every description to the Pike's Peak Gold Mines, to start as early in the Spring as practicable.
[illegible]
JAMES H. JONES.
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A. R. TAYLOR & CO.,
Dealers in
Dimension & Rubble Stone,
FROM JOLIET ILLINOIS.
[illegible]

FOREST CITY WATER CURE.
CLEVELAND, OHIO.
THIS INSTITUTION IS DELIGHTFULLY situated on the outskirts of a beautiful forest, within the limits of the city of Cleveland and one mile from the Post Office. [illegible]
DR. G. W. STRONG.
JAMES H. GROSS, M. D.
MRS. DR. J. S. GROSS.

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A PERFECTLY TRIUMPHANT
REMEDY
FOR ALL DISEASES ARISING FROM
MALARIA;
Particularly FEVER and AGUE.
Chills and Fever, and all diseases arising from that condition of the Liver so universally produced by the malaria and fogs of the West. Such as diseased or torpid liver enlargement of the spleen, or Ague Cake in the side, Bilious, Intermitting, Remittent Fevers and, indeed, all diseases arising from a bilious condition of the system. Its ingredients are all vegetable and perfectly harmless in their effects, and perfectly certain to cure. Reader, if you desire to save money and time, and your health, take it at once, instead of those things which only palliate while they do not cure.
MOLINE, Ill., Feb. 19, 1857.
MESSRS. S. K. MANN & CO.—Gents: We find your Ague Balsam superior to any remedy in our market for the permanent cure of all malarious diseases. We cheerfully recommend it as worthy that great name it has wherever sold and used.
Very truly yours, RICHARDS & THOMAS.
GALION, Ohio, April 1, 1858.
To the sufferers of chills fever and ague, I cheerfully submit the following: Having observed closely the effects of Dr. Mann's Ague Balsam in this vicinity for the past three years, I am well pleased with its remedial virtues as an antidote to malaria. I have frequently used it in my practice, and with entire satisfaction. From my intimate knowledge of this compound, I recommend it as safe, prompt and efficient.
N. E. HACKEDOM, D. M.
BLUFFTON, Ind., May 17, 1858.
MESSRS. S. K. MANN & CO.—Gents: Having sold your Ague Balsam for the past three years to scores of persons in this vicinity, and closely observing its effects, we do not hesitate in saying we believe it the best remedy ever sold in Indiana, and will effectually cure chills, fever and ague without fail.
Truly yours, PHILLIMAN & KEARNS, Druggists.
LOGANSPORT, Ind., Sept. 12, 1856.
DR. MANN:—Please send me one-half gross more of your Ague Balsam immediately. It is in great demand, and may be truly styled the King of Fever and Ague.
J. LYTLE, Physician and Druggist.
LEONIDAS, Michigan, June 18, 1856.
MESSRS. S. K. MANN & CO., Galion, Ohio,—Gents: I have to say that I have for several months been completely prostrated by chills fever and ague, and as I have a large family who were dependent upon my labor for their existence, [illegible] I have never shook, or had a particle of fever since the first dose, but I have since used the third bottle. I have now been sound for three months, and I am confident it is the only thing that will never fail.
Yours truly, G. P. WOOD.
S. K. MANN & CO., Proprietors, Galion, O.
O. J. WOOD & CO., St. Louis, Mo., Sole Wholesale Agents for all the Western States and Territories, and sold by all good druggists. ja24-3m

THE LIVER INVIGORATOR
PREPARED BY DR. SANFORD,
COMPOUNDED ENTIRELY FROM GUMS,
IS ONE OF THE BEST PURGATIVE and LIVER MEDICINES now before the public.
LIVER INVIGORATOR.
These Gums remove all morbid or bad matter from the system, supplying in their place a healthy flow of bile, invigorating the stomach, causing food to digest well, purifying the blood, giving tone and health to the whole machinery, removing the cause of the disease—effecting a radical cure.
Billious attacks are cured, and, what is better, prevented by the occasional use of the Liver Invigorator.
One dose after eating is sufficient to relieve the stomach and prevent the food from rising and souring.
Only one dose taken before retiring, prevents nightmare.
Only one dose taken at night, loosens the bowels gently and cures costiveness.
One dose taken after each meal will cure Dyspepsia.
One dose of two teaspoonfuls will always relieve Sick Headache.
Only one dose immediately relieves Colic, while
One dose often repeated is a sure cure for Cholera Morbus, and a preventive of Cholera.
Only one bottle is needed to throw out of the system the effects of medicine after a long sickness.
One bottle taken for Jaundice removes all sallowness or unnatural color from the skin.
One dose taken a short time before eating gives vigor to the appetite and makes the food digest well.
One dose, often repeated, cures Chronic Diarrhoea in its worst form, while Summer and Bowel Complaints yield almost to the first dose.
A few bottles will cure Dropsy by exciting the absorbants.
We take pleasure in recommending this medicine as a preventative for Fever and Ague, Chill Fever, and all Fevers of a Billious type. It operates with certainty, and thousands are willing to testify to its wonderful virtues.
ALL WHO USE IT ARE GIVING THEIR UNANIMOUS TESTIMONY IN ITS FAVOR.
Mix water in the mouth with the Invigorator, and swallow both together.
PRICE ONE DOLLAR PER BOTTLE.
DR. SANFORD, Proprietor, No. 345 Broadway, New York. Retailed by all Druggists. Sold, also, by BOLLES, SMITH & CO., 124 Lake st., and FAHNESTOCK & DAVIS, 118 Randolph street.
fe21-1y-d&w

Real Estate.

WANTED TO EXCHANGE FOR A CITY Residence, a
HOMESTEAD,
Consisting of a Two-story Milwaukee Brick House, Out buildings, Yard and Garden, all in complete order, located in one of those beautiful and healthy Lake Towns in Wisconsin, only 80 miles from this city on the line of the Lake Shore Railroad.
Also wanted to sell or exchange for city property,
Wisconsin Farming and Pine Lands.
For Particulars address Post Office Box 1989.
ja25-d59-ly

U. S. GOVERNMENT LAND LOCATING AGENCY.
The Subscriber having had much practical experience in
SELECTING AND LOCATING LANDS,
in the various Land Districts in the Western States has unusual facilities for making valuable selections
FOR LAND WARRANTS OR CASH.
Choice Selections may now be made in
IOWA, WISCONSIN AND MISSOURI.
Persons having Warrants can have them Located in their Own Name.
And 40 per Cent. Profit Guaranteed,
Payable in One Year.
Iowa, Wisconsin and Illinois Lands for sale low for Cash.
Money invested in Kansas and Nebraska.
S. SALISBURY, Land Locating Agent,
au15 d59 ly 43 Clark street, Chicago.

Educational.

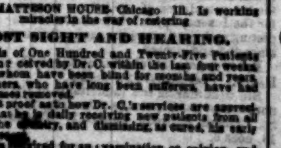
Bryant & Stratton's
Chain of National
Mercantile Colleges.
Located at Chicago, New York, Philadelphia, Albany, Buffalo, Cleveland and Detroit. [illegible] BRYANT, BELL & STRATTON. [illegible] Circular and Catalogue of 36 pages furnished gratuitously on application to the undersigned.
BRYANT, BELL & STRATTON.

BOY'S HIGH SCHOOL.—THE NEXT Term will commence on Monday, February 7th, 1859. A. J. SAWYER, A. M., will continue to receive only twenty-five pupils into his school at his residence, 104 Prospect street, and he wishes none to apply for admission unless they are determined to do well for themselves. For the advancement of those admitted no pains will be spared by the teachers. ja21

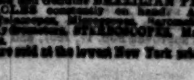
SALISBURY MANSION SCHOOL, LINCOLN SQUARE, WORCESTER, MASS.
A First-Class Boarding and Day School for Young Ladies. J. V. BEANE, Principal.
REFERENCES IN CHICAGO:—Wm. B. Ogden, Esq.; Rev. Wm. W. Patton; J. D. Webster, Esq.; Luther Haven, Esq.; Wm. H. Wells, Esq., Supt. Pub. Schools; W. B. Lounsbury, Esq.; John P. Chapin, Esq.; J. Young Scammon, Esq. ja14 3m

Opticians.

EYE AND EAR.
DR. UNDERWOOD,
LATE PHYSICIAN AND SURGEON TO the Opthalmic and Aural Institute of Louisville, Ky., whose reputation is so well known throughout the United States for skill and success, as an operator on the EYE AND EAR, has now been in this city ten months, during which time he has treated with a success truly astonishing, ELEVEN HUNDRED AND EIGHTY SEVEN PATIENTS many of whom had been totally blind for years, and others whose vision was dim and obscure from long continued inflammation of the lids, have been made to see; and others again, who had been entirely deaf for many years, have been restored to hearing, and several others who had been Deaf and Dumb from infancy have been made to hear and speak—an operation which has never before been performed successfully by any Surgeon on the American Continent. The best proof, however, of the Doctor's skill and proficiency is that his rooms are continually thronged by the arrival of new patients not only from this and the adjoining States, but many of them came from distant Southern and Eastern States.
The Doctor never has nor will he in future make any charge for services which are not successful.
fe13-ly OFFICE AT 73 SOUTH CLARK.

SIGHT AND HEARING.—
DR. F. A. CADWELL,

OF TORONTO C. W.
The Eminent and Skillful Operator on the
EYE AND EAR.
At the MATTESON HOUSE, Chicago Ill. Is working miracles in the way of restoring
LOST SIGHT AND HEARING.
Upwards of One Hundred and Twenty-Five Patients have been cured by Dr. C. within the last four weeks, [illegible]

CHICAGO CHARITABLE
EYE AND EAR INFIRMARY,
Dispensary of the Infirmary
Open Every Morning from 11 1-2 to 12 1-2 o'clk
FOR GRATUITOUS TREATMENT
Of the poor afflicted with diseases of the Eye and Ear.
No. 60 North Clark Street, Cor. Michigan.
[illegible]

LOUIS MAUSS,

Practical Optician,
[Late with Benj. Pike & Sons, N. Y.,]
79..........SOUTH CLARK STREET..........79
Opposite the Court House.
Largest and choicest assortment of Optical and Mathematical Goods in the Northwest. [illegible] BRAZILIAN PEBBLE SPECTACLES [illegible] All goods are sold at the lowest New York prices.

Medicines &c.

Colds,
Coughs,
Asthma,
Catarrh,
Influenza,
Bronchitis,
Hoarseness,
Sore Throat,
Whooping Cough,
Incipient Consumption,
Brown's Bronchial Troches.
COPYRIGHT SECURED.
Entered according to act of Congress in the year 1857, by John I. Brown & Son, Chemists, Boston, in the Clerk's Office of the District Court of the Dist. of Massachusetts.
COUGHS.—The great and sudden changes of our climate are fruitful sources of Pulmonary and Bronchial affections. Experience having proved that simple remedies often act speedily and certainly when taken in the early stage of the disease, recourse should at once be had to "Brown's Bronchial Troches," or Lozenges, let the cough or irritation of the throat be ever so slight, as by this precaution a more serious attack may be effectually warded off.
Brown's Bronchial Troches.
Cures Cough, Cold, Hoarseness and Influenza.
Cures any Irritation or Soreness of the Throat.
Relieves the Hacking Cough in Consumption.
Relieves Bronchitis, Asthma and Catarrh.
Clears and gives strength to the voice of Singers.
Indispensable to Public Speakers.
Brown's Bronchial Troches.
[From Rev. Henry Ward Beecher, who has used the Troches for five years.]
"I have never changed my mind respecting them from the first, except to think yet better of that which I began thinking well of. In all my lecturing tours I have put "Troches" into my carpet bag as regularly as I do lectures or linen. I do not hesitate to say that in so far as I have an opportunity of comparison, your Troches are pre-eminently the best and the first of the great Lozenge School."
Brown's Bronchial Troches.
[From Rev. E. H. Chapin, D. D., New York.]
"I consider your Lozenges an excellent article for their purposes, and recommend their use to Public Speakers."
Brown's Bronchial Troches.
From Mr. C. H. Gardner, Principal of the Rutger's Female Institute, New York.
"I have been afflicted with the Bronchitis during the past winter, and found no relief until I found your Troches."
Brown's Bronchial Troches.
For Children laboring under Cough, Whooping Cough, or Hoarseness, are particularly adapted, on account of their soothing and demulcent properties, assisting expectoration, and accumulation of phlegm.
Sold by
FENTON & CO.,
94..........Lake Street..........94
OPPOSITE TREMONT HOUSE.

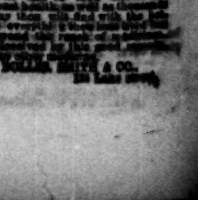
YOU WILL FIND ALL
Patent Medicines
AT
BOLLES SMITH & CO'S
124 LAKE STREET.
THE GREAT WESTERN
WHOLESALE AND RETAIL
PATENT
MEDICINE DEPOT.

If you want a remedy for your Cough go to BOLLES, SMITH & CO., 124 Lake street.
If you want a remedy to purify the blood go to 124 Lake st., BOLLES, SMITH & CO.
If you want a Fever and Ague remedy go to BOLLES, SMITH & CO., 124 Lake-st.
If you want a Hair Restorative or Hair Dressing, go to BOLLES, SMITH & CO., 124 Lake-st.
If you want a Rheumatic Pill or Liniment, go to 124 Lake-st., BOLLES, SMITH & CO.
If you want a remedy for Piles go to BOLLES, SMITH & CO., 124 Lake-st.
If you want a Hair Dye—warranted, go to BOLLES, SMITH & CO., 124 Lake-st.
If you want a Purgative or Cathartic Pill go to B. S. & Co's. 124 Lake street.
If you want a Pain Killer or Pain Extractor go to BOLLES, SMITH & CO., 124 Lake-st.
If you want some Tonic Bitters [illegible] go to BOLLES, SMITH & CO., 124 Lake-st.
For Duponco's, Clark's and Cheeseman's Female Pills go to BOLLES, SMITH & CO., 124 Lake street.
For Cough Candies or Pulmonic Wafers go to 124 Lake st., BOLLES, SMITH & CO.
For a Powder, Paste or Wash for the Teeth go to BOLLES, SMITH & CO. 124 Lake-st.
For a Liver and Dyspeptic Remedy, go to BOLLES, SMITH & CO., 124 Lake-st.
For Vermifuge and Dyspeptic Remedy, go to 124 Lake-st., BOLLES, SMITH & CO., 124 Lake-st.
For Strengthening Plasters of all kinds go to BOLLES, SMITH & CO., 124 Lake-st.
For a Remedy for all private Diseases go to 124 Lake st. BOLLES, SMITH & CO.
For a Remedy for Diseases of the Skin go to BOLLES, SMITH & CO., 124 Lake-st.
For Fancy Soaps, Brushes and Toilet Articles go to BOLLES, SMITH & CO., 124 Lake-st.
For Handkerchief Extracts and Perfumery go to BOLLES, SMITH & CO. 124 Lake-st.
For Trusses, Shoulder Braces and Abdominal supporters. They are agents for the best manufacturers, and sell at low prices. BOLLES, SMITH & CO., 124 Lake-st.

Hostetter's Stomach Bitters,
Sold by BOLLES, SMITH & CO., 124 Lake street.
Hostetter's Stomach Bitters,
Sold by E. T. WATKINS & CO., 20 State street.
Hostetter's Stomach Bitters,
Sold by J. H. REED & CO., 144 and 146 Lake street.
Hostetter's Stomach Bitters,
Sold by HAVEN, FARREL & CO., 77 Water street.
Hostetter's Stomach Bitters,
Sold by SARGENT & ILSLEY, 140 Lake street.
Hostetter's Stomach Bitters,
Sold by J. R. S. FULLER & CO., 27 Water street.
Hostetter's Stomach Bitters,
Sold by BOCKEE, INNIS & CO., 36 Water street.
Hostetter's Stomach Bitters,
Sold by L. READ & CO., 92 Lake street.
Hostetter's Stomach Bitters,
Sold by O. F. FULLER & CO.
Hostetter's Stomach Bitters,
Have, for their Tonic and other Medicinal Virtues, become so celebrated and popular, that unprincipled parties here and elsewhere have counterfeited them extensively, and to prevent deception we refer purchasers to the above parties for the genuine article or to the proprietors.
Hostetter & Smith,
ja25 c67-6m PITTSBURGH, PA.

MOTHERS, AS YOU LOVE YOUR Children, be on the alert for every symptom of Worms. For worms cause the death of more than any other disease. [illegible] HOLLOWAY'S VEGETABLE WORM CONFECTIONS. [illegible]
DEAD SHOT
FOR
WORMS!
[illegible]
Sold by BOLLES, SMITH & CO.
de21 124 Lake st. Agents for Northwestern States.

DR. G. J. LEED'S
QUININE SUBSTITUTE,
Or, NERVE TONIC,
WILL CURE
FEVER AND AGUE.
ALSO, YELLOW, CHAGRES AND Panama Fevers [illegible]
Fenton, Robinson & Smith, Wholesale Agents, 12 South Water street, Chicago.

WEIGH AND CONSIDER.—AN HONEST QUAKER'S ADVICE TO CONSUMPTIVES.—
"Friends! I delay [illegible]

[illegible]
BOLLES, SMITH & CO., 124 Lake street.

Special Notices.

If you are sick, the probability is th[illegible] root of your suffering is in the stomach. Fr[illegible] weak stomach proceeds Dyspepsia, Ague, Languor, [illegible] ness, and a legion of other tormenting diseases. Ind[illegible] tion produces thin blood, and therefore destroys strength and vigor of the entire system. To restore tone of the stomach, and enable it to throw off [illegible] miss forever all these troublesome and dangerous com[illegible] plaints, nothing is necessary but a persevering use of J. HOSTETTER'S CELEBRATED STOMACH BITT[illegible] A trial of their power cannot fail to prove that there no failure in their sedative effects. We cheerfully commend them to the public, knowing, as we do, t[illegible] many excellent qualities.
For sale by Druggists and dealers generally, ev[illegible] where. fe16-3wd[illegible]

Those who are curious to witness t[illegible] wonderful perfection to which A. Oswald Gale [illegible] at Batchelor's, N. Y.] has brought the manufact[illegible] of Wigs and Toupees, are invited to visit his Wig [illegible] their Dying Rooms, at No. 5 Tremont Block, and exam[illegible] these curious productions of art. No scrutiny can det[illegible] the artificial from the natural when adjusted to [illegible] head.

Sawyer's Fluid Extract of Bark, [illegible] valuable remedy for the Fever and Ague, and [illegible] forms of Bilious Diseases, Intermittent, Remitt[illegible] Chill Fever and Dumb Ague, having their origin [illegible] ria of very fertile and marshy districts, prepared by S. Sawyer, Druggist and Chemist, and sold by Sawyer Paine & Co., No. 19 Lake street, Chicago.
This remedy is prepared entirely from vegetable [illegible] stances, and contains no mercury, arsenic, or anyth[illegible] that can prove injurious to the system. Its effects [illegible] those of a deobstruent and tonic, well adapted to restore the healthy action of the Liver and Stomach, wh[illegible] functions are so generally impaired in this class of [illegible] cases.
Quinine and other tonics serve only in many case[illegible] break the chills, but do not remove the disease, of [illegible] liver and other organs implicated, on which the [illegible] and Fever depend; hence the usefulness of the "F[illegible] Extract of Bark," (particularly in regions where Fe[illegible] dians cannot be readily consulted), which contain[illegible] the qualities suited to the indications of these mala[illegible]
Hundreds of testimonials in regard to the efficacy [illegible] the medicine from persons of respectability, have b[illegible] given to the proprietor—but he does not make u[illegible] them as he prefers to have the medicine introduce[illegible] its curative merits.

Notice.—The undersigned, Stockh[illegible] ders in the Merchant's Bank of Macon Georgia, are [illegible] the provisions of its Charter, made personally liable [illegible] its issues. The notes of this Bank will be taken by us on [illegible] posit on the same terms as Kentucky, Indiana or [illegible] Ohio. H. A. TUCKER & CO

Copartnerships, &c.

NOTICE.—THE CO-PARTNERSH[illegible] heretofore existing under and between the und[illegible] signed under the name, style and firm of Cobb, Tucker [illegible] Stewart, in the city of Chicago, Ill., and in Porter coun[illegible] Indiana, is this day dissolved by mutual consent. [illegible] affairs of the late firm will be settled by the success[illegible] of the late firm as appears in a co-partnership notice [illegible] this date.
[illegible]
February 17th, 1859.
The subscribers, successors to Cobb, Tucker & Stewart, have this day formed a co-partnership under the [illegible] [illegible]
DISSOLUTION OF CO-PARTNERSHIP. [illegible] style of Sawyer, Mellen & Co. is this day dissolved [illegible] mutual consent. Theodore Betts, John D. Mellen & [illegible] John O. Mellen retiring. Mr. A. A. K. Sawyer is [illegible] authorised to settle all business of said firm [illegible]
A. A. K. SAWYER,
JOHN O. MELLEN,
THEO. BETTS,
JOHN D. MELLEN.
fe19 2m
CO-PARTNERSHIP NOTICE.—THE U[illegible] dersigned have this day formed a co-partner[illegible] under the name and style of Sawyer, Parker & Co., [illegible] purpose of transacting a General Commission business [illegible] the old stand of Sawyer, Mellen & Co.
A. A. K. SAWYER,
Late of the firm of Sawyer, Mellen & Co.
[illegible]
NOTICE.—WE TAKE PLEASURE [illegible] recommending the new firm of Sawyer, Parker & Co. [illegible]
DISSOLUTION.—THE CO-PARTNE[illegible] [illegible]
Chicago, February 16th, 1859.
CO-PARTNERSHIP.—THE UNDERSIG[illegible] [illegible]

Wood & Coal.

Cheap Coal! Cheap Coal[illegible]
FOR SALE:
THE WELL-KNOWN
LA SALLE COA[illegible]
—MINED BY—
Messrs. Law & Strother, of this Ci[illegible]
At $3.00 Per Ton.
—ALSO—
200 CORDS SOFT WOO[illegible]
At $2.00 Per Cord.
By E. DICKINSON,
fe15-2t-c297 East End Madison Street Brid[illegible]
SHEFFIELD COAL. [illegible]
THE CHEAPEST AND BEST
BITUMINOUS COAL IN THE MARKET[illegible]
[illegible]
$4.00 IN YARD; $4.50 DELIVERE[illegible]
[illegible]
CHEAP COAL.—WE ARE SELLING [illegible]
CORNER OF TAYLOR AND CLARK STS[illegible]
[illegible]
$4 00 Per Ton, or $4 50 Delivered, [illegible]
[illegible]
LAW & STROTHE[illegible]
Coal! Coal!!
1000 TONS ORMSBY COAL.—T[illegible]
[illegible]
300 tons Prepared Anthracite (Broad To[illegible]
300 tons Lump Shamokin.
ALFRED SMITH & CO.
[illegible]

Plumbing.

GAS PIPE AND FIXTUR[illegible]
BROWN & WILDER
[illegible]
R. D. McFARLANE,
GAS, STEAM FITTIN[illegible]
AND
PLUMBING ESTABLISHMEN[illegible]
54....LA SALLE STREET[illegible]
CHICAGO.
AN EXTENSIVE ASSORTM[illegible]
Gas Fixtures,
From the Celebrated Manufactory [illegible]
Cornelius & Baker,
[illegible]
PRACTICAL PLUMB[illegible]
ALL KINDS OF STEAM WO[illegible]
HOTELS,
[illegible]
COUNTRY ORDERS
PROMPTLY AND FAITHFULLY ATTEN[illegible]
TO THE TRAD[illegible]
THE TRADE SUPPLIED WITH [illegible]
[illegible]
54 LA SALLE STREET, [illegible]
To Lumbermen and Ot[illegible]
LAKE STREET MILLS WILL [illegible]
[illegible]
Chicago, Nov. 2, 1858.

Special Notices.

If you are sick, the probability is that the root of your suffering is in the stomach. From a vast stomach proceeds Dyspepsia, Ague, Languor, Nausea, and a legion of other tormenting diseases. Indigestion produces thin blood, and therefore destroys the strength and vigor of the entire system. To restore the tone of the stomach, and enable it to drive off and thus arrest forever all these troublesome and dangerous ones plaints, nothing is necessary but a perseverance use of Dr. J. HOSTETTER'S CELEBRATED STOMACH BITTERS. A trial of their power cannot fail to prove that there is no failure in their salutary effects. We therefore recommend them to the public, knowing, as we do, their many excellent qualities.

For sale by Druggists and dealers generally, everywhere. feb15-2wdaw

Those who are curious to witness the wonderful perfection to which A. Ostervelt Oate mansger at Batchelor's (N. Y.) has brought the manufacture of Wigs and Toupees, are invited to visit said Wig and their Office Rooms, at No. 9 Tremont Block, and examine How curious productions of art. No scrutiny can detect the artificial from the natural when adhesive in the head. dat1y

Sawyer's Fluid Extract of Rock, an infallible remedy for the Fever and Ague and the various forms of Bilious Diseases, rejuvenator, Emollient, Cold Fever and Double Action Barber their effects. In making use of your fertile and marshy districts, prepared by Dr. A. S. Sawyer, Druggist and Chemist, and sold by Sawyer, Price 2 Co., No. 27 Lake street, Chicago.

This remedy is prepared entirely from vegetable substances, and contains no mercury, arsenic, or anything but can prove injurious to the system. Its effects are those of a decoction and tonic, well adapted to restore the healthy action of the Liver and Stomach, whose functions are so generally impaired in this class of diseases.

Quinine and other tonics serve only in many cases to prove the chills, but do not remove the disease, of the liver and stomach, manifested, on which the chill and Fever depend; hence the usefulness of the "Fluid Extract of Rock," (particularly in cases where Fever, ague and bilious complaints prevail), which contains all the qualities suited to the indications of these maladies.

Hundreds of testimonials in regard to the efficacy of the medicine from persons of responsibility, have been given to the proprietor—but he does not make use of them as he prefers to have the medicine introduce itself generally by its merits.

Notice.—The undersigned, Stockholders in the Merchants' Bank of Mount Carroll, are by the provisions of its Charter, made personally liable for its issues. The notes of this Bank will be taken by us on deposit on the same terms as Kentucky, Indiana and Ohio. H. A. TOURNE & CO.

Copartnerships, &c.

NOTICE.—THE CO-PARTNERSHIP heretofore existing by and between the undersigned under the name and style of Sawyer, Mellen & Co., is this day dissolved by mutual consent. The business will be settled by the firm as heretofore. All claims against the late firm will be settled by the undersigned, and all firms owing to the same are requested to call and settle without delay.

HIRAM SAWYER,
JOHN D. MELLEN.

February 17th, 1859. JOHN S. STEWART.

The subscribers, successors to the late firm of Sawyer, Mellen & Co., by the undersigned under the name and style of Sawyer, Stewart & Co., for the purpose of manufacturing Sash, Doors, Blinds, &c., and Planing, Sawing and Matching Lumber, at their Mills, corner of Lake and Clark streets, where all the late firm will be settled by the successors of the late firm as heretofore, to which the attention of all is called.

HIRAM SAWYER,
JOHN S. STEWART.

feb18 2m

CO-PARTNERSHIP NOTICE.—THE UNDERSIGNED have this day formed a co-partnership under the name and style of Sawyer, Parker & Co., for the purpose of transacting a Planing Mill business at the old stand of sawyer, Mellen & Co.

H. SAWYER,
Late of the firm of Sawyer, Mellen & Co.
E. P. PARKER,
H. C. BOYINGTON.
Late Sawyer & Boyington.

feb18 2m

NOTICE.—WE TAKE PLEASURE IN recommending the new firm of sawyer, Parker & Co., as composed of men of long experience in the business of the business community, and we trust the same liberal patronage will be extended to Sawyer & Co. as has been so liberally bestowed upon the late firm.

HIRAM SAWYER,
JOHN S. STEWART.

DISSOLUTION.—THE CO-PARTNERship heretofore existing between G. G. Sutherland and Henry Goold, under the name and style of Goold & Gould in the Livery Sale Stable and Riding Gallery business was this day dissolved by mutual consent. All persons indebted to said firm of Sutherland & Goold are requested to settle the same without delay, and those having claims against the firm are hereby notified to make such settlement.

G. G. SUTHERLAND,
H. GOULD.

Chicago, February 16th, 1859.

The Livery and Sale Stables and Riding Gallery business will be continued as heretofore at the old stand corner of Clark and Adams streets, by

feb7-d6t1w G. G. SUTHERLAND.

CO-PARTNER-SHIP.—THE UNDERSIGN have this day formed a co-partnership under the firm name of Hugh Kilduff & Co., as manufacturers of Oil Cloths, at the old stand of Kilduff & Co., and solicit a continuance of the liberal patronage heretofore extended to the said firm of Kilduff & Co.

HUGH KILDUFF,
JOHN TEMPLETON.

CO-PARTNER-SHIP.—THE UNDERSIGN have this day formed a co-partnership under the firm name of Hugh Kilduff & Co., as manufacturers of Oil Cloths, at the old stand of Kilduff & Co., and solicit a continuance of the liberal patronage heretofore extended to the said firm of Kilduff & Co.

HUGH KILDUFF,
JOHN TEMPLETON.

feb7-1m

Wood & Coal.

Cheap Coal! Cheap Coal!!
FOR SALE:
THE WELL-KNOWN
LA SALLE COAL,
—MINED BY—
Messrs. Law & Strother, of this City,
At $3.00 Per Ton.
—ALSO—
200 CORDS SOFT WOOD,
At $2.00 Per Cord.
By E. DICKINSON,
feb15-2w-6t27 East End Madison Street Bridge.

SHEFFIELD COAL.—THE CHEAPEST AND BEST BITUMINOUS COAL IN THE MARKET.

Free from Slate or Dirt, and coals carefully screened before delivery. Our yard be covered, our Coal is protected from the weather. Prompt attention, and is always delivered dry and in good condition at

$4.00 IN YARD; $4.50 DELIVERED.

Leave your orders at the Sheffield Coal Agency, 10 Lake street, or at our Yard, foot of Dearborn street, near Taylor.

feb7 d1m

CHEAP COAL.—WE ARE SELLING AT our Yard,
CORNER OF TAYLOR AND CLARK STS.
Coal well screened, and every way equal to Erie or Briar Hill.

$4 00 Per Ton, or $4 50 Delivered,

Note.—Keepers, Merchants and others, our contract by large quantities, will be found below prices in the above. Our object is to sell it in the reach of every consumer to try our Coal. It is of very superior quality to supply the market at $3.50 per ton.

Orders may be left at the yard, or No. 13 Lasalle street, at the Custom House.

feb4 LAW & STROTHER.

Coal! Coal!!
1000 TONS ORMSBY COAL.—THIS Coal is the best in the market for either family uses or coke.
Also—
300 tons Prospect Anthracite (Broad Top.)
300 tons Lump Shamokin.
ALFRED SMITH & CO.
North Pier, opposite Jil. Central R. R.
feb7 2m-c9 Office—No. 10 South Water street.

Plumbing.

GAS PIPE AND FIXTURES.
BROWN & WILDER,
47.....State street.....49
Or at their online stand as follows
CORNER OF CLARK AND ERIE.
Can it be cured. Discount from List Price. Reliable Iron Pipings of sizes not generally kept in stock. Gas Fixtures of every new pattern as soon as out. Our stock is the largest in the city, and in closing out an other indispensable not supplied in the west.
feb15-2w6t

R. D. McFARLANE,
GAS, STEAM FITTING,
AND
PLUMBING ESTABLISHMENT,
54....LA SALLE STREET..45
CHICAGO.
AN EXTENSIVE ASSORTMENT OF
Gas Fixtures,
From the Celebrated Manufactory of
Cornelius & Baker,
Always on hand, comprising the Finest and Most Elaborate Designs.
PRACTICAL PLUMBER
And Manufacturer of
ALL KINDS OF STEAM WORK.
Particular attention given to fitting up
HOTELS,
WITH STEAM, WATER AND GAS
IRON BENTERS, CHAIRS AND VATS
Of the Most Approved and Fashionable
COUNTRY ORDERS,
PROMPTLY AND FAITHFULLY ATTENDED TO
TO THE TRADE.
THE TRADE SUPPLIED WITH TOOLS.
IRON PIPE FITTINGS, GAS FIXTURES, PLUMBERS' MATERIALS, AND STEAM ARTICLES IN THE GAS, STEAM-FITTING AND PLUMBING LINES.
54 LA SALLE STREET, CHICAGO.
Agents for the Association of Gas Fitters and Belmont Manufacturing Co.
Refer to Messrs. Rumsey & Co., Merchants, 71 Monroe street.
feb15-2w

To Lumbermen and Others.
LAKE STREET MILLS WILL FURNISH Cut Nail and Spool of all sizes on the shortest notice and on the most reasonable terms. Address
STEVENS, HORNE & CO.,
Chicago, Nov. 15, 1858. nov17-1m

Sewing Machines.

SINGER'S

Family Sewing Machines,
Combining the
LATEST IMPROVEMENTS
—IN—
REDUCED PRICES.
Also Machines for MANUFACTURING BOOTS AND SHOES, and GARMENTS of every description, constantly on hand.
Office 140 Lake Street.
Western
A. W. HARRIS, Agent.

THE SUBSCRIBERS HAVING RECENTLY returned to the city and taken the Agency of the above Machine for the Western states, are now opening at

106 Lake Street, Up Stairs,

where they are prepared to supply Agents and Families with Raymond's Sewing Machines on the most liberal terms. Until of late we have shown entire unwillingness to canvass the Sewing Machine market, we can say that in point of the reliability of our patrons, they are no better that the Raymond Machine is decidedly the best low priced one in the world, and is hard to be excelled by the higher priced.

They will receive and post to first-rate number any one of the Raymond Machines heretofore sold by A. Hotchkiss & Co., if brought to their office.

Wanted, Agents for all the counties opened in the West. A. W. HARRIS & HOLBROOK.
Office 106 Lake street, Chicago, (up stairs). P. O. Office Box 1926. ja27 1y96 3m

$30 00
Premiums and Diplomas.
THE FIRST PREMIUM AND DIPLOMA
—TO THE—
Boudoir Sewing Machine,
(RAYMOND PATENT.)
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Then this Machine may add at double the price, it was decidedly recommended to the public by

J. SINGER & CO.
ELIAS HOWE, JR.
GROVER & BAKER.

At the best single thread Machines in the market. The price has been reduced one half and is now enhanced by the addition of the Double Thread. An examination of the merits of this machine is solicited by leaving a call at Co's Boot and Shoe Store, 140 Lake street.

feb7 1m&w6m

QUAKER CITY, DOUBLE LOCK STITCH,
$20 SEWING MACHINE
NEVER BEFORE EXHIBITED IN THE WEST.
All other Cheap Machines take only the single thread chain stitch. This takes the
TWO THREAD
Stitch as the most ex-ensive ones in use. Its work will Not Rip Though every Third Stitch be Cut. The Machine is simple, easily adjusted and not liable to get out of order. Works as rapidly, makes as firm and handsome a stitch on the finest or coarsest fabrics, from two common goods, does scarce and fine work equally well. Is strictly warranted. Needs no oiling.
THEY WILL STITCH, HEM AND GATHER.
They make little noise and run more easily than most Machines.
ONE LADY
With a Sewing Machine is equal to eighteen by hand.
Right to sell or use
Sent anywhere by hand. Every family and any one making or wishing a better stock of their own can. This is the
Only Machine Sewing with Two Threads.
Agents wanted, sold in the world without fail. Write the address and what a Machine to do any kind of work done by machinery, to examine it, and you will receive by return mail upon receipt of a stamp. Machines sent to persons who never saw them, and are not successfully in a few hours' practice. Full printed instructions given. Exterminating circulars, free terms, &c., sent by return mail. Any one may acquire lucrative employment in any of the principal towns in the United States or Canada. None others need apply. Call at
Chas. E. Wiswall's Shoe Store, 133 Lake St.,
near Clark. Address
feb7-1m&w6m J. CORNELL,
Box 2 P. O. Chicago, Ill.

Stationery, &c.

Awarded for the

Three Silver Medals Best Blank Books.

ALSO ON HAND:

Labelcards,	Sealing Wax,
Hand Boxes,	Steel Pens,
Letter Stamps,	Lead Pencils,
Wafer Cups,	Bankers' Cases,
Desk Knives,	Letter Boxes,
Rulers,	Pen Holders,
Writing Pads,	Money Books,
Erasers,	Pen Racks,
Paper Weights,	Twine,
Gold Pens,	Quill Pens,
Letter Clips,	Desk Pencils,
Shears,	Cash Boxes,
Port Folios,	Blotting Paper,
Spring Files,	Ivory Tablets,
Twine Boxes,	Quills,
Envelope Paper,	Elastic Bands,
India Rubber,	Calendars,
Wafers,	Ivory Folders,
Letter Scales,	Paper Files,
Invoice Files,	Book Rests,
Mucilage,	Gum Tickets,
Worcheshire's Ontlery.	Red (Spool) Tape,

Commercial Printing,

CARDS, BILL HEADS, CIRCULARS, &c.,
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JONES, PERDUE & SHALL,
Wholesale and Retail Dealers in
Stationery and Blank Books
In all its variety.
OUR FACILITIES FOR DOING
Ruling, Binding and Printing
Are unsurpassed in the West.
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feb15-2w-b719 No. 125 Lake street.

Oysters.

OYSTERS—OYSTERS—OYSTERS.
MARCH, MANN & CO'S unrivalled
from Baltimore Oysters received daily, and for sale by the
Depot, No. 7 Lasalle street, corner of Lake, Chicago.
The subscriber has been appointed Agent for the present season of the above celebrated Oysters, and is now prepared to supply the trade in any quantity, at the lowest rates. All orders promptly executed by all others. All orders by express punctually attended to.
E. H. LATHROP.
N. B.—Retail Saloon will be opened soon.
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BUTTER.—3,000 POUNDS ROLL BUTter on consignment.
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No. 19 South Dearborn street.

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PRESS AND TRIBUNE.
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Daily, Tri-Weekly and Weekly
Office 42 Clark street—Over Geo. Smith's Bank
EDITORS AND PUBLISHERS:
JOHN L. SCRIPPS, C. H. RAY,
WM. BROSS, JOSEPH MEDILL,
ALFRED GOWLEN.

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Is the newest and finest establishment of the kind in the West. It has more Steam Presses and Machinery; more Printing Materials and more Skilled Workmen than any other Job Printing House West of New York.

The proprietors are prepared to execute, on short notice, every variety of BOOK JOB LETTER PRESS and FANCY PRINTING in the BEST MANNER at the LOWEST LIVING PRICES.

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Business Cards,	Posters,
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PRINTING IN COLORS
In all its varieties, done in beautiful style and at moderate rates.

An examination of SPECIMENS and PRICES is respectfully invited.

Orders from the Country promptly filled, and sent home by Express.

ILLINOIS FINANCES.

Report of the Senate Committee on Finance for the Year 1859.

SENATE, By Ingalls, Feb. 17, 1859.

The committee on finance, pursuant to the general duties devolving upon them, beg leave to report as follows: First, as to the organization and affairs of the fund commissioner's office.

By the law of 1849-3, the Governor was made ex officio fund commissioner, and since that time has, in connection with a secretary, exercised the power of passing upon the genuineness and validity of any evidence of State indebtedness presented for funding, or exchanging it for other evidences of State indebtedness, under any laws of the State authorizing that to be done.

No provision has heretofore been made by law or otherwise for the safe keeping and preservation of the books and vouchers of that office, and they have been kept, and still are in the boxes and upon the wooden shelves of the executive office in the Capitol. These books contain most, if not all, of the accounts which have been kept of the different kind of State indebtedness, and are indispensable to a correct understanding of the history and present condition of the public debt.

Your committee deem it important to preserve those books in the most secure manner, and recommend that a provision be made for their purpose as will best secure that object, and as the public debt is yet large, founded upon transactions and evidenced by securities dated, in part at least, many years ago, the genuineness or correctness of which cannot be determined by any one man. Your committee would further recommend that the auditor and treasurer, together with the Governor, be required to examine and determine, each for himself, the validity of any evidence of public indebtedness which may be presented either for payment or exchange, and that they require therefor, from two common goods, does scarce and fine work perfectly, by simply changing the needle and bobbin.

THEY WILL STITCH, HEM AND GATHER.
They make little noise and run more easily than most Machines.

ONE LADY
With a Sewing Machine is equal to eighteen by hand. Every family and any one making or wishing a better stock of their own can. This is the
Only Machine Sewing with Two Threads.
Agents wanted, sold in the world without fail. Write the address and what a Machine to do any kind of work done by machinery, to examine it, and you will receive by return mail upon receipt of a stamp. Machines sent to persons who never saw them, and are not successfully in a few hours' practice. Full printed instructions given. Exterminating circulars, free terms, &c., sent by return mail. Any one may acquire lucrative employment in any of the principal towns in the United States or Canada. None others need apply. Call at
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Wafer Cups,	Bankers' Cases,
Desk Knives,	Letter Boxes,
Rulers,	Pen Holders,
Writing Pads,	Money Books,
Erasers,	Pen Racks,
Paper Weights,	Twine,
Gold Pens,	Quill Pens,
Letter Clips,	Desk Pencils,
Shears,	Cash Boxes,
Port Folios,	Blotting Paper,
Spring Files,	Ivory Tablets,
Twine Boxes,	Quills,
Envelope Paper,	Elastic Bands,
India Rubber,	Calendars,
Wafers,	Ivory Folders,
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Invoice Files,	Book Rests,
Mucilage,	Gum Tickets,
Worcheshire's Ontlery.	Red (Spool) Tape,

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power to suspend or alter, in the issuance of new promises to the act of February 25, 1847, it was adopted as a means of making a vehicle and vigorous exertion for the payment of the public debt by the conversion which framed the present constitution.

It has produced about three and one quarter millions of Dollars, which have been applied in payment of the principal of our public debt, thus saving the State at this time nearly two hundred thousand dollars annually of interest, which would have to be paid but for the payment of the principal.

It has nearly all been promptly called for until the present year, when, on the first of January, out of $745,000 on hand, only a little over $32,000 was then called for; but since that date about $250,000 have been paid out in the purchase of public indebtedness, under the laws authorizing the governor and treasurer so to do.

In view of the large amount of public indebtedness falling due in 1860, and payable at the pleasure of the State, your committee hope that so large a surplus from this source will not again accumulate, or if any accumulation should occur, it should be at once applied to the purchase of public indebtedness, at par, at the pleasure of the State.

The school fund, your committee is of opinion, should not be disturbed; and, as a large amount of public indebtedness only began to bear interest in 1859, and a still larger portion will not mature before January 1st, 1860, your committee are of opinion that a strict observance of constitutional provisions, the sacred preservation of the school fund, the preservation of our public credit as an interest paying State, the pressing demands on the public treasury for the erection of a new penitentiary and the enlargement of the public institutions at Jacksonville, and no probable increase of the aggregate value of the assessed property in the State, by reason of financial depression—all forbid any less rate of taxation than that now existing, however applicable such a deduction might be, nor do your committee believe that the people of the State will unreasonably complain of any tax for the purpose of thereby public object and honestly and prudently applied.

SAMUEL W. FULLER, Chairman.
R. G. COOK,
J. J. RUTHERFORD,
J. ARTHUR,
S. A. BUCKALTER,
THOS. A. MARSHALL.

Improve Your Eyesight.

97...CLARK STREET ROOM 8 UP STAIRS...97
CHICAGO, ILL.

THE CELEBRATED RUSSIA ROCK CRYSTAL AND BRAZILIAN PEBBLE SPECTACLES, acknowledged by competent judges to be the BEST OF ALL CLASSES NOW IN USE, for long or short-sighted persons, from 40 to 75 years of age, with the qualifications of adapting them to every case given for sale at 97 South Clark street, Chicago, Ill., and by Agents appointed in every State. Oculists' prescriptions and Artificial Eyes kept on hand.

They will remain and not to first-rate number any one of the Raymond Machines heretofore sold by A. Hotchkiss & Co., if brought to their office.

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BY TELEGRAPH.

TO THE PRESS AND TRIBUNE.

XXXth CONGRESS——SECOND SESSION.

WASHINGTON, Feb. 22.

SENATE.

The Appropriation bill was read, and an attempt was made to get up the Cuba proposition. Mr. Slidell said if that proposition was postponed now, he should consider it an evasion of a direct vote on the question. He regretted that its friends were missing, while the opposition seemed disciplined and were better sitters. He trusted the bill would be disposed of this session. A vote was then taken on the question of postponing the Cuba bill, and decided affirmatively. Yeas 33, nays 29.

The only amendment of importance introduced in the bill as reported from the Finance Committee, was one making an appropriation of $20,000 to take a census of the people of Kansas with a view to her admission into the Union as a State.

Also appropriating $6,000 for the pay of the Oregon Senators.

Also, additional sections relating to the Mint, viz: Extending the time for the issue of cents to two years. Also, that when refined gold bullion shall be deposited at the Mint, or its branches, the Treasurer shall make payments therefor as soon as it is coined, and that the charge for coining from the refined gold bullion shall be ½ of 1 per cent., all of which were adopted.

Mr. King, of N. Y., offered an amendment to the bill that any surplus in the receipts over the expenditures of the Assay Office in New York shall be expended under the direction of the Secretary of the Treasury in the alteration of the present, the purchase of machinery for coining gold and silver, and that as soon as possible coining shall be commenced.

King and Seward, of New York, advocated the resolution, and Mr. Bigler, of Pa., opposed it, all with considerable pertinacity.

Mr. Hale of New Hampshire, though he had no partiality for either city, thought that the New York office merely asked permission to expend the savings it had made by judicious management, and that is economical and wise to have the money coined at New York, where the gold is brought, instead of having it carted to Philadelphia and back.

Mr. Hunter, of Va., raised a point of order.

Mr. Iverson, of Ga., who was in the chair, sustained Mr. Hunter, and decided that the surplus if there was any at the New York Assay Office, belonged to the Treasury, and hence Mr. King's amendment was equal to an additional appropriation, and therefore out of order.

Mr. King did not appeal from the Chair's decision, but would take another opportunity to put the subject before the Senate.

At a later period of the debate, Mr. Clingman, of N. C., moved to strike out all appropriations for the Assay Office at New York.

Mr. Cameron, of Pa., said they are careful and provident people in Philadelphia. He did not mean to impeach the integrity of the people of New York; but they are a great people there, and they do things magnificently and expensively. A great deal of money is wasted in that great city, which aspires not only to be the commercial, but the political metropolis of this country.

Mr. Clingman said if his amendment prevailed he would move to abolish the interior custom houses in New York State.

Mr. Seward said this was the first time he had ever heard or seen any member of that House think he could attack the State of New York by the deprival of the patronage of the federal Government.

Mr. Seward was perfectly willing for anybody to try. Let them send up a bill and see how they would come out. The New York Assay Office had been established four years, in which time it had stamped $500,000 in gold, and $45,000 in silver. The cost of transport to and from Philadelphia $1 on $1,000 on gold, and $3 per $1,000 on silver. The transport of the amounts coined at New York would therefore equal to $72,000 saved by the Assay Office.

Without action upon the bill, the Senate at 8 P. M. adjourned.

HOUSE.

Mr. Gernett alluded to the Post Office Department expenses, which were increasing at the rate of a million a year, and offered an amendment restricting the Postmaster-General to the amount of the present appropriation on next year's expenditures.

Mr. Seward offered an amendment providing that the money shall be expended equally in all the States. He did so to show the utter impracticability of Mr. Garnett's proposition, that the Post Office Department should be self-sustaining. Discussion ensued.

Mr. Garnett's amendment was rejected, ayes 34, nays not counted.

Messrs. Atkins and Avery defended the Post Master General with much earnestness from the charge that in selecting the overland mail route he was influenced by personal considerations.

Without concluding action on the bill the committee rose.

The House passed the Senate bill incorporating the Washington National Monument Society.

Mr. Henry Conley of Philadelphia, voluntarily returned to Washington to appear as a witness before the committee to investigate the charges against the late Superintendent of Public Printing.

Mr. Hughes asked leave to introduce a bill to revive the tariff act of 1846.

Mr. Phelps of Mo., had previously moved for a recess till 7 o'clock for general debate, over which a motion arose which was terminated by an adjournment.

LATER FROM EUROPE.

Arrival of the Africa.

NEW YORK, 23d.—The Africa arrived at her dock about 9 o'clock this morning. She left Liverpool on Feb. 5th. Her arrives have been anticipated by the Prince Albert at St. Johns.

She brought 50 passengers, among them Baron de Gerolt, Prussian Minister.

LATEST.—*London, Feb. 5th.*—Funds opened yesterday at ¼ decline, and closed ¼ lower than on Thursday. Quotations of nearly all other classes of securities show a decided decline. There was also a great fall in French funds yesterday, equal to 1, making a fall of 1¼ in two days and fully 6 since New Year's.

The *Daily News* argues, from remarks of the Premier and Chancellor of the Exchequer, that the position of foreign affairs is most critical. The ministers are unable to furnish authoritative information respecting the intentions of the French Emperor, and there is clearly done ever that the preservation of peace depends upon the will of one individual.

The *Times* of city article says the conviction is that war is intended to be provoked.

The discussion in Parliament has had a very disconcerting effect, which was greatly aggravated by the announcement of the attempt of Sardinia to make a loan, and the imperial pamphlet on Italy.

All the other city journals are also speculating on the war question. The *Times* says:—"The torch of war has been lighted, no one can tell where it can be quenched. To England there seems but one duty, that of saying energetically, that northboat or over disturbance of the general peace of Europe, *Italy shall be free.*"

In another part of their article the *Times* says: "It is presumed that the Sardinian loan was intended as a bribe to Turin under French guarantee. In London it would be scarcely entertained for a single moment.

The fat is fire per cents, since the 1st of January has already been equal nearly to ten per cent.

Advices by telegraph state that fighting has commenced in Montenegro.

The Russians had been repulsed in their attempt to take the town of Gheinsjik, on the Circassian coast.

Arrival of the Overland Mail.

ST LOUIS, Feb. 22.—The Overland California mail, with dates to the 30th ult., arrived here tonight.

A fight between a party of volunteers under Captain Hancock and a large body of Indians occured in Humbolt Co. 20 Indians were killed and a number taken prisoners.

The Los Angeles *Vineyard* says there are good reasons to believe that a party of fifteen men belonging to the Stockton and Albuquerque mail company had been massacred on the Colorado by the Mohave Indians.

The fight between the Mohaves and Col. Heffman's escort is confirmed.

Victoria dates to the 2d ult., have been received. A bill to legalize the decimal currency had been introduced in the Vancouver's Island Assembly.

Large amounts of merchandize were being smuggled into British Columbia from the adjacent American towns.

Fraser river had risen several feet, but was free of ice, and the miners were generally at work.

A card published in the San Francisco *Herald* endorsing the course and address of John Nugent, caused considerable excitement at Victoria. Several duels were fought.

Passengers state that heavy rains had fallen throughout California.

There had been considerable emigration from Texas to the Gila gold mines.

Captain Johnson, a passenger from Fort Belknap, on route to Washington, was robbed as he stopped from the train at the Pacific Railroad depot of $1,000 and several hundred dollars worth of Treasury drafts.

From Washington.

WASHINGTON, Feb. 22.—The *Times'* Washington correspondent says:

"I have just learned on excellent authority that two Commissioners are on their way to St. Thomas, sent by Miramon to invite Santa Anna to land in Mexico, to take charge of Mexican affairs, and re-establish a European monarchy.

General Alvarez of Mexico, has empowered Dr. Gwin to get arms, munition and officers, but no men. He has sent to Gen. Wheat, tendering his former commission as Brigadier General.

Mr. Moore's amendment to the thirty million bill, of which he gave notice to-day, is considered indicative of the certain defeat of Slidell's proposition.

The Southern Pacific Railroad.

NEW ORLEANS, Feb. 22.—President Fowlkes left here for Marshall, Texas, on Saturday, to be present at the sale of the Southern Pacific Railroad, on the 1st of March. He has published a statement showing the deficit to be $900,000, and says that he shall buy the road for the stockholders of the old company, under judgment of the court.

New York Items.

NEW YORK, 23d.—John Minor Botts addressed an immense audience to-day upon national politics, at the Academy of Music. His sentiments were enthusiastically responded to.

The 8th inst. of Washington was appropriately celebrated by the military and various civic associations. The weather was propitious and the streets were thronged throughout the day.

Hon. Charles Sumner.

WASHINGTON, Feb. 22.—Judge Sumner is recovering here from Hon. Charles Sumner, that his health is now improved, and that he will resume study in the spring. He will be present to-day at his seat in the Senate should an extra session be called.

Arrival of the Steamer Bremen.

HALIFAX, Feb. 22.—The steamer Bremen, from Bremen the 5th, put in here short of coal. On the 5th she spoke to the American ship Tickler.

She reports that warlike rumors continued throughout Europe.

Another Slaver Taken.

NORFOLK, Feb. 21.—The bark Julia Deane, of Charleston, Captain Headland, with a Cargo of rice, dry goods and rum, arrived here in charge of Lieut. Brown, of the Vincennes. She was taken as a slaver off coast Castle.

Kentucky Opposition Convention.

LOUISVILLE, 22d.—The Kentucky Opposition Convention, Ex Governor Letcher, President, met to-day. There was an immense crowd. Nearly every county in the State was represented.

The "Black Warrior" Steamer.

NEW YORK, Feb. 22.—There is very little hope of saving the steamer Black Warrior. The specie and baggage were brought up to the city last night.

Sailing of the Lebanon.

NEW YORK, Feb. 22.—The steamship Lebanon will leave this port on Thursday at noon for Liverpool.

New York Market.

[By TELEGRAPH.] NEW YORK, Feb. 23, 1859.

FLOUR.—Firm and buoyant. Sales 11,600 bbls at 65 90@ 5 00 for super Western; 5 05@5 10 for extra States; 5 10@5 20 for common to medium extra Western; 5 05@5 30 for common to medium extra Ohio; 5 10@5 30 for trade brands Genesee. Sales 3,000 bbls at 4 60@4 85 for common to choice extra. Rye flour sells at 4 25@4 30 for superfine. Meal—Sales 200 bbls at 3 10@3 12½ for Jersey; 3 10 for Brandywine.

GRAIN.—Sales 28,000 bus at 81 45 Winter red Western; 1 47@1 50 for white; Southern at 1 75 for white; 1 45@1 50 for mixed; 1 40@1 42 for Jersey; 1 40@1 42 for Delaware; 1 40@1 42 for Canada; 1 40@1 42 for Western; 1 40@1 42 for Canada; 1 40@1 42 for Western; 1 40@1 42 for Canada; 1 40@1 42 for Western